

# DieselCar

THE UK'S LEADING MAGAZINE FOR ECONOMY MOTORING

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**NEW**  
**EcoCar**  
SUPPLEMENT INSIDE

PERFORMANCE AND SPORTS CAR  
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CAYENNE

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HYUNDAI i30 • HYUNDAI i40 • PEUGEOT 208 • PEUGEOT 308 SW GT •  
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## 008 NEWS

All of the latest news in the world of diesel power, including the latest car stories, technology and consumer updates.

## 018 MARKETPLACE

An invaluable resource bringing together up-to-the-minute model news and price changes, together with a round-up of the latest sales statistics. There's also a comprehensive guide to all the hot new metal arriving in a showroom near you soon, and gossip about upcoming models that the car makers would rather you didn't know about.

## 030 FIRST TESTS

Driven this month:

- Audi Q7
- DS 5
- Ford Mondeo Vignale
- Hyundai i20 Coupé
- Hyundai i30
- Hyundai i40
- Peugeot 208
- Peugeot Partner Tepee
- Skoda Superb

## 030



## 044 TWIN TEST

It's muscle mania in this issue as BMW's new X6 sports utility vehicle takes on the recently facelifted Porsche Cayenne.

## 049 ON TEST

Tested in this issue:

- Audi A7 Sportback Black Edition 3.0 BiTDI quattro
- Ford Kuga Titanium X Sport 2.0 TDCi AWD
- Peugeot 308 SW GT BlueHDi 180 Automatic
- Volkswagen Scirocco GT 2.0 TDI DSG Automatic

## 053 LONG TERM TESTS

Our in-depth monthly long-term running reports give you a valuable insight into what it is like to live with key new models on a day-to-day basis.

## 008



## 068 FEATURE

Diesel power has been taking a lot of flak of late, and it's time to set the record straight.

## 074 FEATURE

Towing a trailer or caravan isn't as easy as it seems, particularly when you've got to reverse it. A new piece of technology from Volkswagen is designed to make travelling backwards much easier.

## 076 MOTORSPORT

Diesel power has had enormous success at the annual 24 hour Le Mans race. We take a look at the technology made famous by Peugeot and Audi.

## 078 DOCTOR DIESEL

The dear old Doc gives advice on all your diesel dilemmas or problems, motoring related or otherwise.

## 082 DM@IL

It's your chance to have your say on any motoring subject by writing to the Editor.

## 083 LEGAL i

Our legal expert is on hand to answer your questions on any aspect of motoring law.

## 084 THE EXTRA MILE

No doubt one of the most informative and practical columns in the magazine, giving advice on fuel saving and economy measures.

## 085 MEALS ON WHEELS

Our experts don't only deliver verdicts on the latest cars, but serve up reports on culinary excellence to tickle your taste buds whilst out on the road.

## 087 READER'S DRIVES

A look at the more unusual diesel vehicles that our readers have

sitting on their driveways or hidden away in their garages.

## 092 USED CARS

Invaluable buying advice, and an insight into recent auction prices, as well as a comprehensive look at buying a used Volkswagen Golf Mk-6 GTD fitted with the 168bhp 2.0-litre TDI engine.

## 101 ECO CAR

A new supplement dedicated to economy focused, tax-free motoring. Be it electric, hybrid, alternative fuels or sub-100g/km petrol cars. There's news, views, road tests and features, too.

## 106



On test this month:

- Ford Fiesta Zetec S 1.0 EcoBoost
- Volkswagen Golf GTE Nav 1.4 TSI plug-in hybrid

## 110 DATA FILES

The most comprehensive and accurate data section in the business, covering every diesel, hybrid and electric vehicle on sale, as well as the addition of sub-100g/km petrol cars, too.

## 130 JEERBOX

Columnist Simon Hacker takes an interesting and amusing sideways look at aspects of the wonderful world of motoring.



# BEST MPV. AGAIN.

**WHATCAR?**  
**Car of the  
Year 2014**  
Best MPV

**WHATCAR?**  
**Car of the  
Year 2015**  
Best MPV



## CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO<sub>2</sub>/km barrier with the BlueHDi 150\* delivering up to 72.4 MPG<sup>9</sup>. With its ultra-flexible 7-seat interior, 360° Vision Parking<sup>9</sup>, Keyless Entry and Start<sup>4</sup> and Panoramic Windscreen, it's no wonder it's been voted What Car? Car of the Year 'Best MPV' for two years running.

CRÉATIVE TECHNOLOGIE

   [citroen.co.uk](http://citroen.co.uk)

CITROËN prefers TOTAL. Model shown: Grand C4 Picasso THP 165 S&S EAT6 Auto Exclusive+. OTR price £27,290 (incl. Teles Blue metallic paint at extra cost of £520). \*Available at extra cost on Grand C4 Picasso Exclusive and above. <sup>9</sup>Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. <sup>9</sup>Optional at extra cost on Grand C4 Picasso Exclusive+. <sup>4</sup>Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO<sub>2</sub> Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO<sub>2</sub>. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

## MEET THE TEAM

WHAT IS THE FASTEST SPEED YOU'VE DRIVEN AT, EITHER ON A GERMAN AUTOBAHN OR PRIVATE TEST TRACK?



Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

**MAXINE ASHFORD**

**151MPH ON A RUNWAY**



A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

**SUE BAKER**

**172MPH ON A TEST TRACK**



Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

**GAVIN BRAITHWAITE-SMITH**

**167MPH ON THE AUTOBAHN**



A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

**JACK CARFRAE**

**170MPH ON AN AIRPORT RUNWAY**



Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

**PETER CRACKNELL**

**140MPH ON A TEST TRACK**



Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

**RICHARD DREDGE**

**160MPH ON A TEST TRACK**



Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

**SIMON HACKER**

**165MPH ON THE AUTOBAHN**



City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

**VICTOR HARMAN**

**WELL OVER A TON ON AN AIRPORT RUNWAY**



Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, so has developed an unhealthy habit of buying undesirable cars from the 80s and 90s to go alongside his old Americana.

**PHIL HUFF**

**162MPH ON THE AUTOBAHN**



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# NEVER LET THE FACTS GET IN THE WAY OF **A GOOD STORY**

**W**ith the hype of the General Election out of the way and a Conservative government now in power, we can now reflect on the misinformation and scaremongering stories that dominated the headlines on the run up to the polls. None more so than the anti-diesel campaigners that blame all diesel cars for the rise in health problems in city centres. While there's no doubt that harmful particulates have been ejected from the exhausts of diesel cars, what no-one seems to have mentioned is that the latest diesel cars are actually cleaner than ever before. The fitment of a correctly working diesel particulate filter will treat around 99 per cent of the particulates and avoid them getting into the atmosphere, but none of the so-called investigative journalists have bothered to look at the true facts.

You'll remember that our very own Doctor

Diesel has been warning against the removal of diesel particulate filters for several years, and it was only last year that rules were introduced as part of the annual MOT test to prevent owners from removing them. But the new rules are a half-hearted approach, as MOT examiners are only able to carry out a visual check, and so if an owner has been clever at covering up the removal, they'll get away scot-free. The same applies if there's an aerodynamic undertray hiding the filter – the MOT testers aren't allowed to remove the undertray to check that there's still a particulate filter in place. All of these rules seem to be a very low-tech approach at best, and surely there is a test that can be done to make sure that a diesel particulate filter is functioning correctly and making sure that the pollutants aren't being ejected out of the exhaust. Only time will tell whether the rules will be toughened up in the

interests of cleaner air.

In the meantime, we've got an in-depth feature in this month's issue examining what has caused the fingers to be pointed at diesel fuel and a look at the ways that car manufacturers have been cleaning up their act. But rather than levy penalties at diesel car owners, which actually only account for a small proportion of the pollution that the campaigners are talking about, the Government should be looking at taxis, bus operators and hauliers so that they quickly clean up their act, too. Only a sensible, common sense approach will work, and Diesel

Car will be watching what happens with keen interest.



**IAN ROBERTSON**  
EDITOR & PUBLISHER



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# THREE IS THE MAGIC NUMBER

**R**emarkably, the current BMW 3 Series has been on sale for three and a half years now, and in car terms, that's a lifetime. And so to keep it fresh from the threat of the Jaguar XE and Audi's upcoming new A4 later this year, the Munich-based company has treated its best-selling saloon and estate car to a mid-life facelift.

Over the past 40 years, more than 14 million 3 Series models have hit the roads since the first E21 derivative was launched in 1975, and the current model in saloon and Touring guise accounts for around a quarter of total BMW sales. That means it's pretty important to the bean counters, and is the stalwart of the BMW line-up. Last year, more than 35,000 examples were sold to British buyers, and 88 per cent of them came with diesel power.

Headline act of the revised range is a 320d EfficientDynamics Plus model that boasts CO<sub>2</sub> emissions of 99g/km and fuel economy of 74.3mpg on the combined cycle when paired to the eight-speed automatic transmission. As before, the 2.0-litre turbodiesel engine produces 161bhp, while torque is improved from 280 to 295lb ft. Other enhancements include a 148bhp 318d model and an uprated 320d with power up to 187bhp and producing 295lb ft of torque. There's also a 114bhp 316d, a 255bhp 330d and flagship 308bhp 335d version, while a 2.0-litre 330e plug-in

hybrid model with 249bhp and CO<sub>2</sub> emissions of just 49g/km joins the line-up next year. All of the latest powerplants meet the latest Euro-6 emissions regulations.

A new six-speed manual gearbox makes its world debut on the 320d EfficientDynamics Plus model, featuring a dual-mass flywheel with centrifugal pendulum absorbers. It is designed to counteract uneven running on powerplants that develop high levels of torque, boosting the smoothness of the gear change. Another new feature is what BMW calls 'engagement speed control', which ensures the engine is at the right revs for the next gear when changing up or down the gait. A new eight-speed Steptronic transmission is now more efficient than before, reducing CO<sub>2</sub> emissions by three

per cent. There's a wider spread of gears and reduced slip of the torque converter when changing gear, while improved damping enhances comfort levels and delivers smoother up and downshifts. A new coasting mode is introduced for the first time, too, with the engine decoupled from the drivetrain when the driver lifts off the throttle at higher speeds. The engine simply ticks over in neutral, in turn saving fuel. Finally, the new proactive driving assistant uses information from the satellite navigation system to anticipate roundabouts, corners and junctions ahead, and selects the correct moment to change gear.

Changes to the look of the front and rear



**Headline act of the revised range is a 320d EfficientDynamics Plus model that boasts CO<sub>2</sub> emissions of 99g/km...**





of the 3 Series are highlighted by reprofiled headlights and revised tail lights, including the option of full-LED headlights for the first time, which are more efficient than the Xenon units in the outgoing car. A pair of LED daytime running lights feature for the first time, while bolder air intakes, including a central intake that more covertly houses the radar sensor for the active cruise control, are designed to give a more sculptured look for the newly

redesigned front bumper. At the rear of the car, the traditional 'L-shape' light clusters are curvier, and the integrated LED brake lights respond faster than before. All models 320d and above now come with dual-exit exhaust pipes, and there's a new range of alloy wheels to give the car a fresh look.

The revised 3 Series line-up will be offered with a choice of four trim levels – SE, Sport, Luxury and M Sport, with all versions coming fitted with BMW's professional satellite navigation system as

standard. Four-wheel-drive is available with the 320d and 330d variants, while 335d editions come with the xDrive system as standard. All models feature a retuned ride with a slightly stiffer suspension, while the steering set-up has been further optimised. A full-colour head-up display is available as an optional extra, and an automated parking system is offered for the first time.

The facelifted 3 Series saloon and Touring models are expected to reach showrooms in July, with prices and final specifications set to be revealed later this month. **D**





# SUBTLE UPGRADES

## FOR LATEST IBIZA

**A**s Spanish firm SEAT gets ready to celebrate the 30th anniversary of the Ibiza in the UK later this year, you'll need to look very closely at the pictures of the latest model to identify the changes for this facelifted edition. Enhancements to the exterior are limited to new headlights, incorporating LED daytime running lights, a fresh range of 16- and 17-inch alloy wheels, together with a pair of new colours. The Spanish firm is hoping that buyers will want to delve deeper, though, to discover the enhancements to the interior, drivetrain and infotainment options.

On sale this autumn, the revised Ibiza range continues to be available in a choice of five-door hatchback, SC three-door hatchback and ST five-door estate. Under the bonnet is a range of new three-cylinder 1.4-litre TDI engines developing 74, 89 and 104bhp, with a seven-speed DSG twin-clutch automatic transmission available on the middle power unit. The new powerplant is already found under the bonnet of the Skoda Fabia and Volkswagen Polo and all versions of the latest diesel Fabia are expected to produce less than 100g/km of CO<sub>2</sub>, with fuel economy figures on the combined cycle of more than 75mpg.



**Under the bonnet is a range of new three-cylinder 1.4-litre TDI engines developing 74, 89 and 104bhp...**

On the downsized petrol engine front, a 1.0-litre Eco TSI Ecomotive variant delivers 94bhp, emits 94g/km of CO<sub>2</sub> and manages to achieve 68.9mpg on the combined cycle.

The changes to the interior are thankfully more comprehensive than the exterior, with a new architecture based on the larger Leon, and

## AND IN OTHER NON-DIESEL NEWS ...

The order books have opened for the **ALFA ROMEO** 4C Spider, with a price tag of £59,500. Featuring a 237bhp 1750 TBI petrol engine, it has a top speed of 160mph.



A new 187bhp 2.0-litre TFSI turbocharged petrol engine has been announced by **AUDI**, which will be found under the bonnet of the next generation A4 later this year.



This **AUDI** TT Clubsport Turbo Concept features a 592bhp 2.5 TFSI engine with electric bi-turbo. The technology is described as "close to production ready".



The flagship of the **MINI** Hatch petrol range is now on sale priced at £23,050. The 228bhp John Cooper Works model accelerates to 62mph in 6.1 seconds.



The **PEUGEOT** Vision Gran Turismo has been unveiled for the GT6 game. The fictional car features a 875bhp 3.2-litre V6 turbocharged engine mounted behind the driver.



A black interior and exterior is the theme for the new **PORSCHE** 911 Black Edition. Sold in Coupé and Cabriolet guises with a 345bhp 3.4-litre engine, prices start at £75,074.








boasting soft-touch materials for the first time. An integrated satellite navigation system is a new optional extra and can be enhanced with FullLink which replicates the display of a smartphone on the infotainment screen, using either Apple CarPlay, Google's Android Auto or MirrorLink which works with Android phones. SEAT has already announced a partnership with technology firm Samsung, with further connectivity options to be announced in the future. Other audio options include a new SEAT sound system, which incorporates six speakers, an additional amplifier, and a ten-litre bass box in the boot. DAB digital radio is offered for the first time, and Bluetooth mobile phone connectivity will be offered on most models.

Extra technology is at the heart of this upgrade to the Ibiza, with new functions like the tiredness recognition system and a multi-collision braking system that helps to avoid a secondary impact after a serious accident. A reversing camera is a new option, too, as is the availability of SEAT drive profile, which allows the driver to choose

between a suite of options that alter the damping between a comfort or sports-orientated set-up. Ride and handling has been enhanced, too, with revised springs, dampers and anti-roll bars, as well as refinements to the electric power assisted steering.

Personalisation is big business for some of the Ibiza's rivals, and so SEAT is aiming to get a slice of the action with new Colour Packs for the small car. Brown, purple, red, white, black and blue are catered for, with the outer rim of the grille and door mirror caps colour keyed, as well as the cabin air vents, steering wheel inserts, gear lever and coloured stripes set into the seat backrests. Also on offer are a selection of twin-tone alloy wheel options, in 16- and 17-inch sizes.

The revised Ibiza range is set to arrive in UK showrooms this autumn with a selection of different trim levels. S, SE and sporty FR models will be on offer, all mated to a choice of 1.4-litre TDI engines. Prices and specifications are expected to be announced in the run-up to the car's on-sale date later this year. 

A new six-speed automatic transmission has been added to the **DS** 3 hatchback, mated to the 109bhp 1.2-litre PureTech engine. Prices start at £17,495 for the DStyle PureTech 110.



This new **FIAT** Aegea is aimed at emerging markets only and won't be sold in Western Europe. The new four-door saloon made its debut at the Istanbul motor show.



Black and White editions of the Ka Zetec have been revealed by **FORD** costing £300 more than the regular car at £10,995. Black wheels and contrasting trim are the main changes.



There were sniggers over the name when **RENAULT** revealed its new Kwid, the Panda-sized SUV that will be sold in India, Russia, Brazil and China. It won't be sold here.



New wheels and colours, together with Euro-6 emissions compliance are the headline changes to the **TOYOTA** GT86. The entry-level Primo model is also £300 cheaper.



A Golf GTE Sport Concept has been unveiled by **VOLKSWAGEN** at the 34th meet at Lake Wörthersee in Austria. The 396bhp plug-in hybrid gives a glimpse at a future GTI.



# PARCEL DELIVERY TRIAL STRAIGHT TO THE BOOT OF YOUR AUDI

**T**he idea of getting parcels delivered to the boot of your Audi may seem like a wacky idea, worthy of an April Fools wind-up, but a pilot project by the German firm could revolutionise parcel deliveries, avoiding the need to wait in all day waiting for an item that you've ordered to turn up.

Audi has teamed up with parcel delivery firm DHL and online marketplace Amazon to eradicate missed deliveries involving parcels being returned to the depot, or items left with a neighbour. The partners have developed a system whereby delivery can be carried out direct to the boot of the customer's Audi using innovative keyless access technology. The pilot scheme called 'Audi connect easy deliver' has already begun in Munich, Germany, and is a secure way of customers receiving deliveries.

In future, Audi owners could select their Audi car as the shipping address for online orders, with the owner just needing

to agree for their car to be tracked for the specific delivery timeframe. The DHL driver handling the parcel receives a digital access code for the boot of the recipient's vehicle, which can only be used once for a limited period of time, and expires as soon as the luggage compartment has been closed. Future developments will mean that Audi connect easy delivery customers will also be able to send letters and parcels from their own car, as well as receive them.

Luca de Meo, member of the Board of Management for sales at Audi commented: "With comprehensive connectivity, we are transforming the car into a service device and integrating it even more closely into the everyday lives of our customers. Audi connect easy delivery helps save time and offers more convenience and flexibility – advantages that are increasingly important for the target audience of a premium brand." **D**





# AUDI BEGINS PILOT PRODUCTION OF **E-DIESEL**

**N**ot content with launching a stream of new models this year, Audi has announced that it has begun pilot production of a CO<sub>2</sub>-neutral synthetic fuel called e-diesel, made from water, CO<sub>2</sub> and green power. The plant based in Dresden, Germany, is operated by Audi's partner in the project, Sunfire, and has been researching and developing CO<sub>2</sub>-neutral fuels since 2009. The first batch of e-diesel was produced just a few weeks ago, with the plant set to produce over 3,000 litres over the coming months. Synthetic petrol is under development for the future, too, dubbed Audi e-gasoline.

Production of Audi's e-diesel involves a number of different stages, with water

heated up to create steam. It is then broken down into hydrogen and oxygen by way of high-temperature electrolysis. It involves temperatures in excess of 800 degrees Celsius, and is more efficient than conventional methods because of heat recovery. The hydrogen then reacts with CO<sub>2</sub>, supplied by a biogas facility, in synthesis reactors under pressure and high temperatures. The resulting product is a highly efficient liquid made from long-chain hydrocarbon compounds, more commonly known as blue crude. In the same way that fossil crude oil is produced, blue crude is then refined to result in the end product – Audi e-diesel. This synthetic fuel is free from



sulphur and aromatic hydrocarbons, and its high cetane number means it is readily ignitable. Extensive lab results have shown that the fuel can either be used on its own, or mixed with fossil diesel fuel. **D**

## **COWBOY** CAR WASH WARNING



**W**hile the convenience of getting your car washed for a fiver at a hand car wash is mighty attractive, saving time and effort into the bargain, trade association Pro-Valets is warning car owners about the dangers and pitfalls of getting your car cleaned by one of the many cowboy car wash sites that have popped up over the UK.

While washing a car may seem like an unskilled job that anyone can do, performed badly and it could result in damage to your vehicle. Powerful jet washers can harm the paintwork if used too closely, and many operators don't have adequate insurance if the worst should happen. Supermarket operators can perform even worse, often using the same filthy water for a number of cars, transferring dirt and grit, causing swirl marks, and harming paintwork along the way. And automatic car washes, usually found at fuel stations, don't escape either, with Pro-Valets warning that they can often cause damage to the car, breaking trim and missing harder to reach areas, leaving them uncleaned.

Pro-Valets is a not-for-profit organisation that promotes highly skilled, professional valeters and detailers based in the UK. Backed by many of the big names in the industry, including Dodo Juice, Swissvax, Britemax and Scholl, more information can be found on their website at [www.pro-valets.co.uk](http://www.pro-valets.co.uk). **D**

# SUPERB AND STYLISH

**F**ollowing the unveiling of the latest Superb hatchback at the Geneva motor show in March, Skoda has now taken the wraps off the cargo-carrying estate edition, with the first examples set to arrive in UK showrooms in September.

The latest car grabs the accolade of most spacious estate car, with a volume of almost 2,000 litres with the seats folded down. With the seats in place, luggage room grows by 27 litres compared to before, now 660 litres, and by tipping the rear seats forward, this expands to a gargantuan 1,950 litres. Sharing a wheelbase with its hatchback sister car, the latest Superb sits on a modified version of the Volkswagen Group MQB modular platform. This new Superb boasts more elbow room than before, and Skoda claims that rear knee room is approximately double the size of the car's nearest competitor.

The Superb, now in third generation guise, has been available with an estate bodystyle since 2009, shortly after the second edition of the car was announced. More than 200,000 examples of the Superb Estate have been delivered to customers around the world, accounting for more than a third of the sales of the second generation car.

Like the hatchback edition, the estate version is expected to be offered with a choice of three different engines, all Euro-6 emissions compliant – a 118bhp 1.6-litre and a pair of 2.0-litre units developing 148 and 188bhp. There will be the option of four-wheel-drive on the 2.0-litre variants, and a selection of five different equipment levels with be available, including S, SE, SE Business, SE L Executive and flagship Laurin & Klement versions. A more rugged edition with standard four-wheel-drive is expected to join the line-up later, though it isn't yet known whether it will wear the Scout badge from the Octavia, or utilise the Outdoor nameplate found on the outgoing Superb. Key



optional extras include dynamic chassis control, an in-car high-speed internet connection and SmartLink, integrating smartphones with either Android-based MirrorLink, Apple CarPlay or Google Android Auto.

Prices have yet to be announced, however, they are expected to fall in line with the previous generation car. The cost differential between hatchback and estate was £1,125, meaning the entry-level Superb Estate S 1.6 TDI could wear a price tag of just over £21,000, with the top-of-the-range Laurin & Klement model costing close to £35k. Dealers will begin taking orders later this month, when prices will be revealed, with the first examples arriving in UK dealerships in September. **DC**



**The latest car grabs the accolade of most spacious estate car, with a volume of almost 2,000 litres with the seats folded down.**





# MOTORING MORSELS

Car rental firm **AVIS** has identified the N-222 from Peso de Régua to Pinhão in Portugal as the world's best driving road, with the A591 in the Lake District the UK's favourite.

More than 30,000 orders have been placed for the **CITROËN** C4 Cactus since January, which means that production has been increased at the company's Madrid plant.

Less than two and a half years since the brand's launch in the UK, value brand **DACIA** has sold its 50,000th car, a Duster Lauréate dCi 110 4x2 in Khaki, to a couple in Dorset.

**DS AUTOMOBILES** has announced that it will begin using stone within the cabin of its cars, with ultra-thin layers of granite to be used on interior surfaces in the future.

From 8th June 2015, the paper counterpart of the driving licence is being scrapped, with the **DVLA (DRIVER AND VEHICLE LICENSING AGENCY)** no longer issuing them.

The **EUROPEAN PARLIAMENT** has announced that eCall, a system that automatically calls the emergency services after a car crash, will be made standard on all cars from April 2018.

**MAZDA** is celebrating the one-millionth CX-5 being made at its Hiroshima plant in Japan, and just a little over three years after the medium-sized crossover first began production.

France's **NATIONAL INTELLECTUAL PROPERTY INSTITUTE** has confirmed that **PSA PEUGEOT-CITROËN** is the country's leading patent filer, with 1,036 applications applied for in 2014.

According to figures released by the **OFFICE FOR NATIONAL STATISTICS**, 69,547 vehicles were stolen last year, the lowest since 1968, and down 70 per cent compared to ten years ago.

The 750,000th **SKODA** Superb has rolled off the production lines at the company's Kvasiny plant in the Czech Republic, 14 years after the first example of the large car was produced.

Six new dealers have been appointed by **SSANGYONG**, ahead of the launch of its Tivoli crossover. The new outlets are in Guernsey, Jersey, Lancashire, Kent, West Sussex and Tyne and Wear.

**VOLVO** has selected Berkeley County, South Carolina as the location for its first American factory, with the first cars set to roll off the production lines in 2018. The new plant will build 100,000 a year.

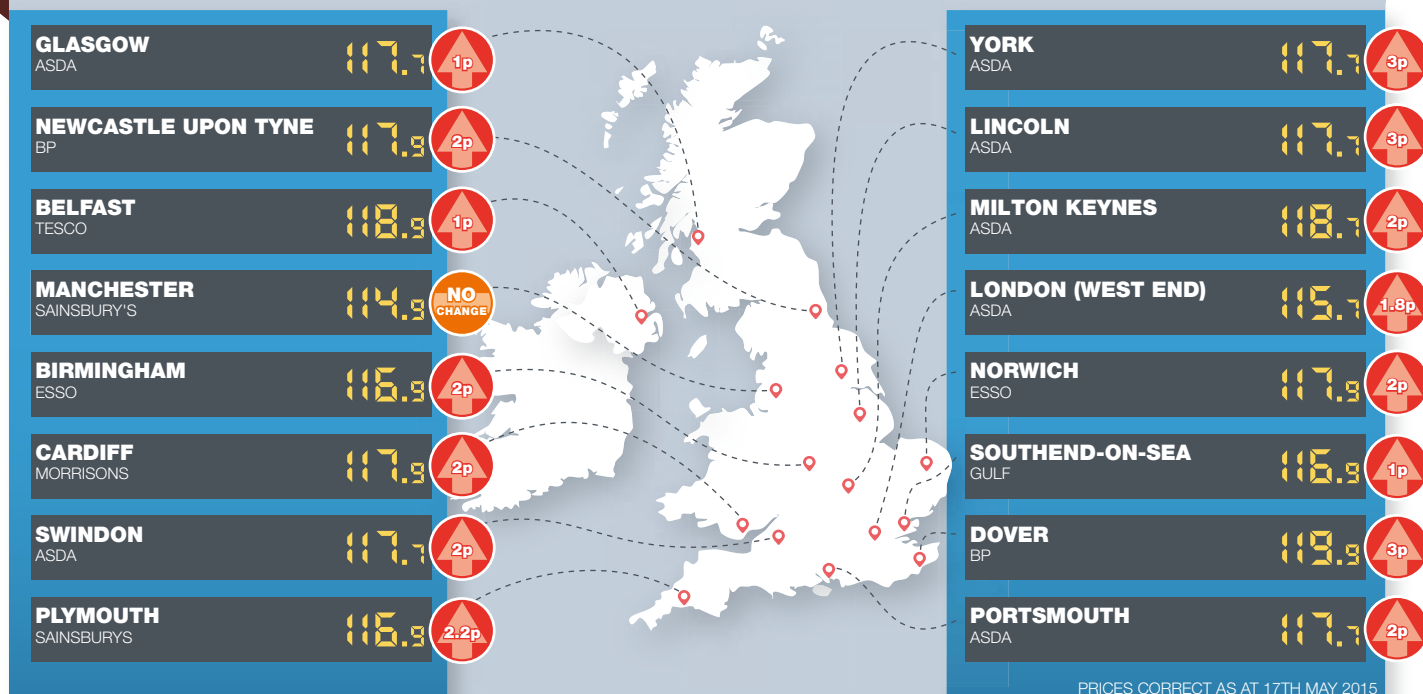
You can read more about some of these stories at [WWW.DIESELCARMAGAZINE.CO.UK](http://WWW.DIESELCARMAGAZINE.CO.UK)

Like us on Facebook at [www.facebook.com/DieselCar](http://www.facebook.com/DieselCar) to get the latest news and follow us on Twitter @DieselCarOnline

## FUEL PRICES



With the cost of diesel making up a significant part of a car's running costs, Diesel Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **D**





FINANCE THAT'S ALMOST AS  
EXCITING AS THE DRIVE. ALMOST.

**1.9% APR**  
REPRESENTATIVE\*

**PureTech**

**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 308 GT Line are: Urban 43.5 – 65.7 (6.5 – 4.3), Extra Urban 64.2 – 83.1 (4.4 – 3.4), Combined 54.3 – 76.3 (5.2 – 3.7) and CO<sub>2</sub> 119 – 97 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*Passport 1.9% Representative APR up to 37 months. Terms and conditions apply, participating dealers only or visit [peugeot.co.uk](http://peugeot.co.uk). Peugeot Motor Company is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.04.15 and 30.06.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. Visit [peugeot.co.uk](http://peugeot.co.uk) for full terms and conditions. Information correct at time of going to press.

**NEW PEUGEOT 308 GT LINE**

**MOTION & EMOTION**



**PEUGEOT**





A month in the world of motoring

## 12TH MAY 2015

Spent a couple of days motoring in Peugeot's latest 208, a car that feels like it only went on sale last week. I can remember the UK launch at Media City, Salford Quays, like it was yesterday, as we worked hard to get a usable shot of the 208 for the front cover of the redesigned Diesel Car in issue number 300. Now 37 issues on – almost three years ago – we are now testing the updated, mid-life facelift edition. And having not driven a 208 for a little while, the baby Peugeot is as good as I remember. Compact enough to manoeuvre easily around town, and with sufficient oomph to keep up with fast moving traffic, it's a well-priced, nice companion.

But there's one feature that stands out on the latest 208, and I'm sad to say that we're deprived of this option in the UK. Because I was driving a left-hand-drive French-specification car, we don't get the exact same Business Edition, featuring what I can only describe as alloy-look wheels. From afar you would think that the wheels on our test 208 are made from alloy, but take a closer look and you'll see that they are actually wheel trims, with carefully sculpted steel wheels to help deceive the eyes. Apart from looking fantastic, if the worst should happen and you end up kerbing a wheel, you'll only have to fork out for a replacement wheel trim, which will cost a fraction of the price of either refurbishing the entire wheel, or forking out for a new one.

And before I get floods of letters from readers pointing out that this is nothing new, I realise that, with both Ford and Vauxhall selling what was known as a 'structure' wheel many years ago. But while their attempts were largely unattractive, I think the wheels on this French-specification Peugeot 208 are pretty gorgeous and I would certainly choose those wheels over more costly alloy items. So come on Peugeot, why are you depriving UK buyers of one of the best looking sets of wheels in years? Give UK buyers the opportunity of choosing this cheaper option, while not sacrificing anything in style while doing so.



## 19TH MAY 2015

What seemed like a bonkers idea back in 2009, has turned out to be a bit of a masterstroke. What am I wittering on about, you might ask? I'm referring to the launch of the upmarket Citroën DS range, when journalists, me included, doubted the very idea of a French brand creating desirable, upmarket cars. It was a case of "we've heard it all before", but I'm very happy to have been proved wrong. And while PSA Peugeot-Citroën were in a dire situation just a few years ago, their 'back in the race' recovery programme has been a real success. Part of the idea was to separate the DS line of cars from the Citroën brand and launch it as a separate entity on its own. And again there were sniggers at the back, doubting that this ambitious plan would work. But having heard about the grand ideas for what is now called DS

Automobiles, I actually think they may just pull it off. A media event in Paris for DS Week, was all about evoking memories of the famous French cars, and linking them to the modern incarnations. It's a smart move, as the firm has a ready-made history that a lot of people are passionate about. Senior management at Lexus and Infiniti would cut off their right limbs to be able to tap into a history as rich as DS Automobiles have access to.

While in the past French cars often had a reputation for being unreliable and littered with electrical problems, the reality nowadays couldn't be further from the truth. And in fact, both Peugeot and

Citroën appear higher up on some key satisfaction surveys than the German brands do. But stereotypes are hard to prove wrong, and it takes a long time to get rid of a reputation.

The marketeers behind DS will be boxing clever by playing on the glamorous image of French fashion houses and its luxury brands. China in particular are big fans of French goods, and DS products are going down a storm. There are more than 80 large, plush, DS stores across China, and the plan is to extend that to more than 200 key cities across the world. The first one in the UK will be opened in a matter of weeks, located in Canterbury in Kent, and will be a standalone site away from the main Citroën dealership. It will be the first time that this has happened in the UK and signals the future for the brand, though DS bosses say that big, expensive showrooms won't be imposed on the current Citroën network.

Last year, more than 23,000 DS Models found homes in the UK, representing more than a quarter of all Citroën sales. Diesel power makes up a significant part of those sales, too, with over 50 per cent of DS 3 hatchbacks drinking from the black pump, and in excess of 90 per cent of the larger DS 4 and DS 5 models. Even the DS 3 Cabrio enjoys a significant number of diesel registrations, with 37 per cent of all cars sold last year being diesel powered. An interesting statistic considering that at the launch of the DS 3 Cabrio a couple of years ago, Citroën bosses said that they didn't believe there was a market for a diesel cabriolet, and so had no plans to sell one. This decision was quickly overturned, and the rest is history, as they say.



# 13 YEARS AGO...

The front cover of the July 2002 issue proudly announces the first test of Ford's Fiesta 1.4 TDCi, with the tagline "Ford's impressive new supermini gets proper diesel power". Our testers described the Fiesta as having a "delightfully taut chassis and nimble handling", while still being thoroughly practical thanks to a spacious cabin and generously sized boot. Elsewhere, shock horror, Diesel Car was recommending a petrol-powered Volkswagen Polo in a petrol versus diesel shoot-out on financial grounds, but reckoned the £1,275

additional cost wasn't such a heavy price to pay when there's so much better performance, and a more relaxed driving experience on offer. Hyundai's Elantra 2.0TD CDX was derided for its road manners, which our testers described as "falling some way behind the increasingly high standards of the class in terms of ride and cornering prowess". And with disappointing fuel economy and refinement, it was a bad issue for Hyundai fans. Other tests included the Peugeot 307 SW which was commended for being one of the quietest diesels around, while the Mercedes-Benz CLK 270 CDI Coupé made a good first impression for being refined, elegant and beautifully made. Finally, the Peugeot 807 2.2 HDi was praised for being handsome, as well as roomy and versatile.

# MARKETPLACE

The April 2015 sales figures were revealed on the day that the United Kingdom went to the polls to choose a new Government, with good news that new car registrations had risen again, hitting the highest April figures for the past decade – up 5.1 per cent to 185,778 units.

Diesel power accounted for over half of the new car registrations at 50.9 per cent, with alternative fuels posting figures of 2.7 per cent. Volkswagen overtook Vauxhall in the monthly sales tally to take second place, outselling the Luton-based firm by 2,152 units, while Ford continued to grab top spot, selling 25,018 cars in April. Skoda sneaked into the top ten this month, too, overtaking Toyota, Hyundai and Citroën.

Nissan's Qashqai continues to be the best selling diesel car in the UK, sitting at the top of the charts for both April and the year-to-date, forcing the Volkswagen Golf – the traditional best seller – into second place. Land Rover's new Discovery Sport made its first appearance in the diesel top ten, coming in at ninth place, and Volkswagen's latest Passat went one better, entering the charts this month at position eight. Mitsubishi's Outlander PHEV continues to be the highest selling plug-in hybrid electric vehicle, while Nissan's Leaf continues to break all sales records at the top of the electric car class. Toyota's Yaris grabbed the top spot for best-selling hybrid vehicle, knocking the Auris into second place, with just 35 units separating them.

## BEST SELLERS

	APRIL 2015		YEAR-TO-DATE	
1	Ford Fiesta	10,294	Ford Fiesta	50,098
2	Ford Focus	6,347	Vauxhall Corsa	34,051
3	Volkswagen Golf	5,354	Ford Focus	28,634
4	Vauxhall Corsa	4,951	Volkswagen Golf	24,789
5	Nissan Qashqai	4,697	Nissan Qashqai	23,383
6	Volkswagen Polo	4,674	Volkswagen Polo	19,495
7	Audi A3	3,981	Vauxhall Astra	18,622
8	Vauxhall Astra	3,613	Audi A3	18,339
9	Mercedes-Benz C-Class	3,351	Mercedes-Benz C-Class	17,326
10	MINI Hatch	3,000	Fiat 500	15,470

## DIESEL BEST SELLERS

	APRIL 2015		YEAR-TO-DATE	
1	Nissan Qashqai	3,793	Nissan Qashqai	15,385
2	Volkswagen Golf	2,912	Volkswagen Golf	14,137
3	Ford Focus	2,764	Ford Focus	13,585
4	Mercedes-Benz C-Class	2,532	Mercedes-Benz C-Class	13,189
5	Vauxhall Insignia	2,263	Vauxhall Insignia	10,872
6	Audi A3	2,244	Audi A3	10,542
7	Ford Kuga	2,229	Ford Kuga	9,978
8	Volkswagen Passat	2,024	BMW 3 Series	9,411
9	Land Rover Discovery Sport	1,870	Mercedes-Benz E-Class	8,639
10	Mercedes-Benz A-Class	1,828	Mercedes-Benz A-Class	8,272

## BEST SELLING CAR MAKERS

		APRIL 2015	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	25,018	13.47%	Ford	119,822	13.02%
2	Volkswagen	18,690	10.06%	Vauxhall	91,714	9.96%
3	Vauxhall	16,538	8.90%	Volkswagen	79,078	8.59%
4	Audi	13,264	7.14%	Audi	58,183	6.32%
5	BMW	10,891	5.86%	Nissan	56,091	6.09%
6	Mercedes-Benz	10,082	5.43%	BMW	50,915	5.53%
7	Nissan	9,844	5.30%	Mercedes-Benz	50,393	5.48%
8	Peugeot	7,498	4.04%	Peugeot	40,411	4.39%
9	Skoda	6,688	3.60%	Toyota	36,844	4.00%
10	Toyota	6,634	3.57%	Citroën	31,716	3.45%



# NEW CAR REGISTRATION BREAKDOWN

			APR 2015	M.SHARE %		YEAR-TO-DATE	M.SHARE %
Diesel sales			94,526	50.90%		444,267	48.30%
Petrol sales			86,239	46.40%		450,301	48.90%
Electric sales	Pure electric	515	5,013	2.70%	3,149	25,798	2.80%
	Plug-in hybrid	975			6,899		
	Diesel hybrid	361			1,411		
	Petrol hybrid	3,162			14,339		
Total sales			185,778	-		920,366	-

## REGISTRATION WINNERS

			REGISTRATIONS - APRIL 2015		REGISTRATIONS - APRIL 2014	INCREASE %
1	Infiniti		175		22	695.45%
2	Jeep		605		203	198.03%
3	SsangYong		165		84	96.43%
4	smart		701		367	91.01%
5	Subaru		223		129	72.87%
6	Mitsubishi		1,470		925	58.92%
7	Lexus		1,044		691	51.09%
8	Porsche		1,322		914	44.64%
9	MG		308		221	39.37%
10	MINI		3,938		2,992	31.62%

## REGISTRATION LOSERS

			REGISTRATIONS - APRIL 2015		REGISTRATIONS - APRIL 2014	DECREASE %
1	Chevrolet		0		85	-100.00%
2	Chrysler		10		154	-93.51%
3	Fiat		3,695		4,760	-22.37%
4	Alfa Romeo		299		377	-20.69%
5	Honda		2,471		3,043	-18.80%
6	Suzuki		1,819		2,193	-17.05%
7	Jaguar		1,151		1,209	-4.80%
8	Ford		25,018		25,843	-3.19%
9	SEAT		3,525		3,637	-3.08%
10	Vauxhall		16,538		17,052	-3.01%

Data supplied by:



## HONDA HR-V



Alfa Romeo Large Car	New model	2016
Alfa Romeo Crossover	New model	2016
Audi A1 1.0 TFSI	New derivative	Summer 2015
Audi A4	New model	Winter 2015
Audi A4 Avant	New bodystyle	2016
Audi A4 Allroad	New derivative	2016
Audi A5 Coupé	New model	2016
Audi A5 Convertible	New model	2016
Audi Q1	New model	2016
Audi Q5	New model	2016
Audi Q7	New model	August 2015
Audi Q7 3.0 TDI (215bhp)	New derivative	Autumn 2015
Audi Q7 e-tron quattro plug-in hybrid	New derivative	2015
Audi SQ7	New engine	2016
BMW 2 Series Gran Tourer	New model	September 2015
BMW 3 Series	Facelift	July 2015
BMW 5 Series	New model	2016
BMW 5 Series Touring	New derivative	2016
BMW 7 Series	New model	Winter 2015
BMW X1	New model	Summer 2015
BMW X5 xDrive40e	New derivative	Autumn 2015
BMW X7	New model	2016
Citroën C3 Picasso	New model	Autumn 2015
Citroën Berlingo Multispace	Facelift	July 2015
DS 3	Facelift	Spring 2016
DS 4	Facelift	Autumn 2015
DS 5	Facelift	July 2015
DS 5 BlueHDi 120 Automatic	New derivative	Winter 2015
Fiat 500	New model	2016
Fiat 500X 1.3 MultiJet	New engine	September 2015
Fiat 500X 2.0 MultiJet	New engine	September 2015
Ford Ka	New model	2016
Ford EcoSport	Facelift	Autumn 2015
Ford Focus Zetec S Red/Black	New derivative	Summer 2015
Ford Focus ST Diesel PowerShift	New derivative	2016
Ford C-MAX	Facelift	Summer 2015
Ford C-MAX 1.5 TDCi PowerShift	New derivative	September 2015
Ford Kuga	Facelift	2016
Ford Mondeo 1.5 TDCi	New engine	Summer 2015
Ford Mondeo 4x4	New derivative	Summer 2015
Ford Mondeo 2.0 TDCi Twin Turbo	New engine	Summer 2015
Ford Vignale Mondeo	New derivative	July 2015
Ford S-MAX	New model	Summer 2015
Ford Vignale S-MAX	New derivative	2016
Ford Galaxy	New model	August 2015
Ford Edge	New model	Winter 2015
Ford Ranger	Facelift	Autumn 2015
Honda Jazz	New model	September 2015
Honda HR-V	New model	September 2015

Hyundai ix20	Facelift	Summer 2015
Hyundai Tucson	New model	Summer 2015
Infiniti Q30	New model	2015
Infiniti QX30	New model	2016
Infiniti Q60	New model	2016
Jaguar XE	New model	June 2015
Jaguar XE Sportbrake	New bodystyle	2016
Jaguar XE 2.0d TwinTurbo	New engine	2016
Jaguar XF	New model	Autumn 2015
Jaguar XJ	Facelift	Summer 2015
Jaguar F-Pace	New model	2016
Jeep Renegade Trailhawk	New derivative	July 2015
Jeep Medium SUV	New model	Summer 2017
Jeep Grand Cherokee	Facelift	Autumn 2016
Kia Picanto	New engines	Autumn 2015
Kia cee'd	Facelift	Autumn 2015
Kia cee'd GT Line	New derivative	Autumn 2015
Kia pro_cee'd	Facelift	Autumn 2015
Kia Optima	New model	Winter 2015
Kia Optima Sportswagon	New bodystyle	2016
Kia Sportage	New model	Spring 2016
Land Rover Defender Heritage	New derivative	August 2015
Land Rover Defender Adventure	New derivative	August 2015
Land Rover Defender	New model	2018
Land Rover Discovery Sport TD4	New engines	September 2015
Land Rover Discovery	New model	2016
Lexus RX	New model	Winter 2015
Maserati Levante	New model	Autumn 2015
Mazda CX-3	New model	June 2015
Mercedes-Benz A-Class	Facelift	Autumn 2015
Mercedes-Benz CLA SB 4MATIC	New derivative	Autumn 2015
Mercedes-Benz C-Class Coupé	New bodystyle	Winter 2015
Mercedes-Benz C-Class Convertible	New bodystyle	Winter 2015
Mercedes-Benz E-Class	New model	2016
Mercedes-Benz GLC-Class	New model	Autumn 2015
Mercedes-Benz GLE-Class	Facelift	September 2015
Mercedes-Benz GLE-Class Coupé	New model	Summer 2015
Mercedes-Benz V-Class	New model	July 2015
MINI Clubman	New model	Autumn 2015
MINI Convertible	New model	Winter 2015
MINI Countryman Park Lane	New derivative	Summer 2015
MINI Countryman	New model	2016
Mitsubishi ASX	New model	2016
Mitsubishi L200	New model	Summer 2015
Nissan Micra	New model	2016
Nissan Navara	New model	2015
Peugeot 208	Facelift	June 2015
Peugeot 208 BlueHDi 75 Stop/Start	New derivative	September 2015

## LEXUS RX 450h





If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be

surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.

## SKODA FABIA MONTE CARLO



Peugeot 2008	Facelift	2016
Peugeot B-Sector MPV	New model	Autumn 2016
Peugeot Partner Tepee	Facelift	June 2015
Porsche Macan S e-Hybrid	New derivative	2015
Porsche Panamera	New model	2016
Range Rover Evoque	Facelift	September 2015
Range Rover Evoque Convertible	New bodystyle	2016
Range Rover SVAutobiography	New derivative	Summer 2015
Renault Megane	New model	Spring 2016
Renault Kadjar	New model	September 2015
Renault Scenic	New model	2016
Renault Grand Scenic	New bodystyle	2016
Renault Large SUV	New model	2017
Renault Zoe	New derivative	2015
SEAT Ibiza	Facelift	Autumn 2015
SEAT Ibiza	New model	2017
SEAT Medium SUV	New model	2016
SEAT Alhambra	Facelift	September 2015
Skoda Fabia GreenLine	New derivative	Autumn 2015
Skoda Fabia Monte Carlo	New derivative	Summer 2015
Skoda Superb	New model	September 2015
Skoda Superb Estate	New bodystyle	September 2015
Skoda Superb GreenLine	New derivative	2016
Skoda Superb Scout	New derivative	2016
Skoda Large SUV	New model	2016
smart fortwo cabrio	New bodystyle	Spring 2016
smart fortwo electric drive	New derivative	2016
SsangYong Tivoli	New model	August 2015
Subaru Levorg	New model	Autumn 2015
Suzuki City Car	New model	2016
Suzuki Swift	New model	2017
Suzuki Medium Car	New model	Spring 2016
Tesla Model X	New model	Autumn 2015
Toyota Auris	Facelift	Summer 2015

Toyota Prius	New model	Winter 2015
Toyota Avensis	Facelift	June 2015
Toyota Mirai	New model	Summer 2015
Toyota RAV4	Facelift	December 2015
Toyota RAV4 Hybrid	New derivative	Spring 2016
Toyota Hilux	New model	2015
Vauxhall Viva	New model	June 2015
Vauxhall Meriva	New model	2016
Vauxhall Astra	New model	Autumn 2015
Vauxhall Astra Sports Tourer	New bodystyle	2016
Vauxhall Zafira	New model	2016
Vauxhall Insignia	New model	2016
Volkswagen Golf GTD Estate	New derivative	June 2015
Volkswagen Golf Alltrack	New model	Summer 2015
Volkswagen Passat BlueMotion	New derivative	Summer 2015
Volkswagen Passat GTE	New derivative	October 2015
Volkswagen Passat Alltrack	New derivative	October 2015
Volkswagen CC	New model	2016
Volkswagen Touran	New model	November 2015
Volkswagen Sharan	Facelift	October 2015
Volkswagen Tiguan	New model	2015
Volvo S60	New model	2017
Volvo S60 Cross Country	New derivative	June 2015
Volvo S90	New model	2016
Volvo V40	Facelift	2016
Volvo V40 Cross Country	Facelift	2016
Volvo V60	New model	2017
Volvo V60 Cross Country	New derivative	June 2015
Volvo V90	New model	2016
Volvo V90 Cross Country	New model	2016
Volvo XC40	New model	2018
Volvo XC60	New model	2017
Volvo XC90	New model	June 2015

## VOLKSWAGEN PASSAT GTE



## RUMOUR MILL

### CITROËN

The C4 Picasso and Grand C4 Picasso will soon gain 1.6-litre BlueHDi engines in 98 and 118bhp power outputs. The former will be sold in VTR and VTR+ trim levels, while the latter will be available in VTR+, Selection, Exclusive and Exclusive+ equipment levels.

### RENAULT

When the Kadjar arrives in showrooms in this summer, the line-up will follow the same path as the smaller Captur crossover. This means a choice of Expression+, Dynamique Nav, Dynamique S Nav and Signature trim levels. Both 1.5- and 1.6-litre dCi engines will be offered.

### SKODA

Sporty Monte Carlo editions of the Fabia hatchback and estate were revealed at the Geneva motor show in March, and when they arrive here in a matter of months, they will be sold with a choice of 89bhp or 104bhp 1.4-litre TDI engines, with the former unit also offered with the DSG transmission.

## EURO 6 WATCH

# 63%

Percentage of models listed in our data files that meet the latest Euro-6 emissions regulations

## WHAT'S NEW

## AUDI

It's a bumper month for Audi with the unveiling of its 2016 model year cars, and the headline act is the launch of a new A3 ultra model, powered by a 108bhp 1.6-litre TDI engine that emits CO<sub>2</sub> at the rate of just 89g/km, with official fuel economy figures of 83.1mpg on the combined cycle. It's offered with both the three-door hatchback and five-door Sportback bodystyles and paired exclusively to a six-speed manual gearbox. Available in both SE and SE Technik trim levels, prices start at £20,865 for the SE 1.6 TDI ultra three-door and rise to £22,235 for a Sportback SE Technik 1.6 TDI ultra. Efficiencies have been made due to improved aerodynamics and a weight loss programme that has reduced the kerbweight by 80kg, while



the final drive ratio on the six-speed manual gearbox has been modified, too. The suspension has been lowered and special tyres minimise rolling resistance. Each edition features 16-inch alloy wheels, DAB digital radio, Bluetooth mobile phone connectivity, front fog lights, electric windows, air conditioning and a leather steering wheel, while plusher SE Technik versions also include satellite navigation, cruise control and rear parking sensors for a very affordable £750 extra. All versions are available to order now, with the first cars expected to reach UK Audi showrooms in August.



## AUDI

The availability of quattro all-wheel-drive has been extended on A3 models, with a new 148bhp 2.0-litre TDI edition offered across the range in three-door, Sportback, saloon and Cabriolet editions. In addition, a new 108bhp 1.6-litre TDI quattro is offered for the first time on Sportback and saloon models. It means that the extra reassurance of all-wheel traction is now available at a much lower price tag of £22,915 for the A3 Sportback SE 1.6 TDI quattro. All versions adopt the fast-reacting Haldex multi-plate clutch system and are paired to a six-speed

manual transmission. The new models join the 181bhp 2.0-litre TDI quattro editions which have been available for some time. Prices for the A3 three-door hatchback kick off at £25,045 for the Sport 2.0 TDI quattro, with the newcomer emitting 125g/km of CO<sub>2</sub> and capable of 58.9mpg on the combined cycle. The cheapest quattro-equipped A3 saloon costs £24,865 in Sport 1.6 TDI guise, while the Cabriolet model kicks off with the Sport 2.0 TDI quattro at £30,405. All of these new quattro models are available to order now and form part of the 2016 model year range, with the first cars due to arrive in the UK in August.

## AUDI

Following the launch of an upgraded A8 last year, further refinements have now been announced with more efficient engines, extra power and a new Sport model. Available to order now, the revised cars will arrive in dealerships this summer. The entry-level 3.0-litre TDI engine gains 3bhp and is now 1.7mpg more fuel efficient. CO<sub>2</sub> emissions drop by 6g/km, while at the same time, the 380bhp 4.2-litre TDI powerplant has been tweaked so that CO<sub>2</sub> emissions drop to 189g/km on standard wheelbase cars, and 190g/km on long-wheelbase editions, translating into a reduction of 6 and 7g/km, respectively. Fuel economy figures improve, too, with each model achieving one extra mile for every gallon of fuel. For the new model year, out goes the Sport Executive versions, and replaced by a new

Sport model, exclusively available with the standard wheelbase, and designed to emulate some of the design cues from the flagship S8. At the front there's a sportier bumper with larger air intakes, along the side there's S8-style extended sills, while at the rear the exhaust tail pipes are neatly integrated into the bumper. Audi's Matrix LED-headlights are standard

equipment, while seven-spoke 19-inch alloy wheels complete the exterior upgrade. On the inside there's a 14-speaker Bose surround sound system, 22-way adjustable electric seats and Audi Connect, which includes integration of Google Earth and Street View within the satellite navigation system, and additionally allows you to create a wi-fi hotspot within the car

with your smartphone, to keep the passengers entertained while on the move. The 2016 model year A8 range begins with the SE 3.0 TDI quattro at £59,585, and includes the new Sport 3.0 TDI quattro model at £65,825 and Sport 4.2 TDI quattro edition at £76,435. Long wheelbase versions are available, too, with the A8 L SE 3.0 TDI quattro priced at £63,585.



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## AUDI

For the 2016 model year, all of the engines in the A5 Coupé, Sportback and Cabriolet line-ups now meet the Euro-6 emissions regulations and this includes the ushering in of a new 187bhp 2.0-litre TDI engine to replace the previous 175bhp unit. Offered in a choice of front or quattro all-wheel-drive, manual and automatic transmissions, the new engine delivers lower CO<sub>2</sub> emissions and improved fuel economy. For Coupé buyers, the new line-up kicks off with the SE 2.0 TDI model priced at £31,590 – the same cost for



either the 161bhp 2.0-litre ultra-badged model or newly launched 187bhp engine. The Sportback range starts marginally cheaper at £30,435, and features the 134bhp 2.0-litre TDI ultra engine in SE trim, while the Cabriolet begins with the 148bhp SE 2.0-litre TDI engine and costs £34,265. The 2016 model year cars are on sale now, and will arrive at Audi dealers in August.

## AUDI

Satellite navigation becomes standard on all S line and Black Edition versions in the A4 line-up, and gains the 'Nav' moniker in its model name. In addition, a new 187bhp 2.0-litre TDI engine joins the range, complying with the latest Euro-6 emissions regulations, in common with all other engines in the 2016 model year A4 range. Available in both two- and four-wheel-drive, the new engine is offered in a choice of SE Technik, S line Nav and Black Edition Nav trim levels, as well as in the chunky allroad and allroad Sport guises. Maximum torque is up to 295 from 280 lb ft, and on manual saloon editions acceleration to

62mph is completed in 0.2 of a second faster, while the top speed improves to 149mph – up from 138mph. CO<sub>2</sub> emissions are better, too, on SE Technik versions, dropping 3g/km to 124g/km, and fuel economy on the combined cycle improves to 60.1mpg from 58.9mpg. Elsewhere in the model range, the 134bhp A4 SE 2.0 TDI model morphs into an SE 2.0 TDI ultra version, and accompanies a drop in CO<sub>2</sub> emissions by 4g/km to just 108g/km, with a combined fuel economy figure of 68.9mpg. The revised line-up is available to order now and is priced from £28,240 for the SE 2.0 TDI ultra saloon and rises to £41,635 for the Avant Black Edition Nav 3.0 TDI quattro S tronic.



## CITROËN

The C3 supermini diesel range is now totally Euro-6 compliant with the launch of the BlueHDi 75 engine in the baby Citroën. Out go the 1.4 HDi, 1.4 e-HDi and 1.6 e-HDi engines, with all of them replaced by the 74bhp 1.6-litre BlueHDi engine equipped with selective catalyst reduction. Available in a choice of VT, VTR+ and

Selection specifications, the new models are priced from £13,425 to £15,135. This represents a £195 increase over the now discontinued 1.4-litre HDi editions. CO<sub>2</sub> emissions are now 90g/km, which equates to 83.1mpg on the combined cycle. The new models are available to order now with the first cars expected to arrive in Citroën dealers very soon.



## CITROËN

One of the oldest models in Citroën's line-up has been uprated with a choice of a pair of new 2.0-litre BlueHDi engines, both meeting the latest Euro-6 emissions standards. The new C5 range kicks off with the VTR+ Techno Pack BlueHDi 150 saloon, costing £24,150 and emitting just 106g/km of CO<sub>2</sub>, with a Tourer estate version

costing an additional £1,110. Flagship Exclusive Techno Pack editions are offered with the same 148bhp 2.0-litre BlueHDi 150 or with the option of a 178bhp BlueHDi 180 unit paired exclusively to a six-speed automatic transmission. This top-of-the-range model costs £28,165 for the saloon and £29,275 for the Tourer, with all versions available to order now.



# GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Audi A3 SE 1.6 TDI 3-door and Sportback	Citroën C3 VTR+/Exclusive e-HDi 90	Skoda Octavia (All Euro-5 editions)
Audi A3 SE Technik 1.6 TDI 3-door and Sportback	Citroën C3 Exclusive e-HDi 90 ETG	Skoda Yeti (All Euro-5 models)
Audi A4 Saloon and Avant (All Euro-5 editions)	Citroën Berlingo Multispace (All last generation models)	Vauxhall Meriva Tech Line 1.3 CDTi 16v
Audi A5 Coupé (All Euro-5 editions)	Citroën C4 Cactus Feel/Flair e-HDi 92 ETG6	Vauxhall Meriva S/Exclusiv 1.7 CDTi 16v Automatic
Audi A5 Sportback (All Euro-5 editions)	Citroën C5 (All Euro-5 editions)	Volkswagen Golf (All Euro-5 editions)
Audi A5 Convertible (All Euro-5 editions)	Ford Fiesta (All Euro-5 versions)	Volkswagen Golf Cabriolet (All Euro-5 models)
Audi A8 Sport Executive 3.0 TDI quattro	Ford B-MAX (All Euro-5 editions)	Volkswagen Eos (All versions)
Audi A8 Sport Executive 4.2 TDI quattro	Ford Galaxy (All last generation models)	Volkswagen CC (All Euro-5 editions)
Audi A8 Hybrid 2.0 TFSI	Hyundai i40 Saloon and Tourer (All previous generation models)	Volkswagen Tiguan (All Euro-5 models)
Audi A8 L Sport Executive 3.0 TDI quattro	Land Rover Discovery Sport 2.2 SD4 (All trim levels)	Volkswagen Phaeton 3.0 V6 TDI quattro SWB & LWB
Audi A8 L Sport Executive 4.2 TDI quattro	Peugeot 2008 Access+/Active 1.4 HDi	Volkswagen Amarok Dark Label 2.0 BiTDI Selectable 4MOTION
Audi Q5 (All Euro-5 editions)	Peugeot 2008 Active/Allure/Feline 1.6 e-HDi	Volkswagen Amarok Dark Label 2.0 BiTDI Permanent 4MOTION Automatic
Audi Q7 (All last generation models)	Peugeot 508 (All Euro-5 editions)	
Citroën C3 VT/VTR+ HDi 70	Peugeot RCZ Red Carbon 2.0 HDi 163	
Citroën C3 VTR+ e-HDi 70 ETG	Skoda Rapid (All Euro-5 editions)	
	Skoda Rapid Spaceback (All Euro-5 editions)	



## FORD

A fresh line-up of diesel engines are the main changes for Ford's Fiesta this summer, with new units that meet the latest Euro-6 emissions regulations. The new 1.5-litre engine is on offer in a choice of 74 or 94bhp power outputs, with the most frugal edition – the ECONetic 1.5 TDCi – capable of 88.3mpg on the combined cycle and emitting just 82g/km of CO<sub>2</sub>. The new 94bhp 1.5-litre powerplant replaces the 1.6-litre edition and is on sale immediately priced from £15,095 for the Style 1.5 TDCi ECONetic three-door hatchback. Non-

ECONetic editions are also on offer with Zetec S and Titanium X trim levels, and emit 94g/km of CO<sub>2</sub> and achieve 78.5mpg on the combined cycle. Alongside these improvements, all diesel models

gain front LED daytime running lights, and there's the option of a pair of new colours – Candy Red and Magnetic, a metallic grey. Prices have risen between £100 and £400, depending on

the individual model, with the sportiest Zetec S 1.5 TDCi three-door model costing £16,545, up from £16,145, and including the no-cost option of DAB digital radio for the first time.



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## FORD

The introduction of Euro-6 compliant engines means that all diesel editions of the B-MAX now emit 98g/km of CO<sub>2</sub> thanks to the inclusion of stop-start technology for the first time. The 94bhp 1.6-litre TDCi unit bows out in favour of a lower capacity 1.5-litre engine producing the same power and torque as the outgoing unit. Accompanying the improvements is a price rise of £130 on all models, which is good value considering

the extra technology and fuel-saving capabilities. The changes mean that all diesel versions of the B-MAX are now tax free, and in optimum conditions can achieve 74.3mpg on the combined cycle. Equipment levels and colour choices remain the same as before, with the entry-level 74bhp Zetec 1.5 TDCi model costing £16,425, with the flagship Titanium X 1.5 TDCi edition with the 94bhp powerplant priced at £19,325. The first examples arrive in showrooms shortly.



## FORD

It's a big year for Ford, with a large proportion of its range up for renewal. And the Galaxy is the latest model to have prices announced, with the cost of the company's largest seven-seater kicking off at £27,595. This represents a £1,135 hike compared to before, and is £2,350 more expensive than its more dynamic sister car, the S-MAX. It shares that car's engine line-up, with a range of four 2.0-litre TDCi engines with power outputs ranging from 118bhp to 207bhp in the twin-turbocharged flagship engine. There's the option of front- or all-wheel-drive and six-speed manual or PowerShift twin-clutch automatic transmissions, together with a trio of trim levels – Zetec, Titanium and Titanium X. All of the engines meet the latest Euro-6 emissions regulations and all-wheel-drive can be specified with the 148 and 177bhp editions of the powerplants. In the car's most frugal form, it emits 129g/km of CO<sub>2</sub> and

achieves a claimed economy figure of 56.5mpg on the combined cycle. All models come kitted out with alloy wheels, dual-zone climate control, parking sensors front and rear, power folding mirrors, an eight-inch touchscreen, Bluetooth mobile phone connectivity and a space saver spare wheel. Titanium models add satellite navigation, cruise control, rear privacy glass, a lane keeping aid, traffic sign recognition, automatic wipers and headlights and keyless entry and start, while flagship Titanium X editions come with an electric panoramic roof, an automated parking system, leather upholstery, heated seats, an electric tailgate and reversing camera. Key optional equipment includes adaptive LED headlights, self-levelling rear suspension, autonomous emergency braking, adaptive cruise control, a heated steering wheel and blind spot recognition. The first cars arrive in showrooms this summer, with the flagship 207bhp Titanium X 2.0 TDCi PowerShift automatic model costing £36,145.



## HYUNDAI

As the first examples of the facelifted Hyundai i40 arrive in showrooms, Hyundai has revealed prices for its updated large car, with prices starting at £19,600 for the entry-level S 1.7-litre CRDi in saloon guise, which represents a £495 increase compared to the outgoing Active model. Two engines are on offer – both 1.7-litre in capacity – developing 114 and 139bhp respectively. Both units feature a six-speed manual transmission, with the option of a seven-speed twin-clutch automatic edition on the more powerful of the two units. The line-up has been altered to include a four-tier range beginning with S, rising through SE Nav and SE Nav Business, to the top-of-the-range Premium model. All versions include a generous

list of standard equipment, including Bluetooth mobile phone connectivity, automatic headlights, alloy wheels, front fog lights, air conditioning and a multi-function leather steering wheel. SE Nav models cost an additional £2,000 over the entry-level S models and add satellite navigation, a rear parking camera, climate control, heated front seats, DAB digital radio and a seven-speaker audio system, with SE Nav Business versions featuring leather upholstery, cooled front seats, keyless entry and start and a driver's seat memory function for an extra £1,500. The flagship premium versions cost a further £1,700 more and include 18-inch alloy wheels, a panoramic roof, a lane departure warning system, nine airbags, heated rear seats and an electric tailgate for the more versatile Touring versions.



## LAND ROVER

Following the arrival of the Discovery Sport in Land Rover showrooms earlier this year, the company has announced the launch of the latest 2.0-litre Ingenium engines for the Freelander 2 replacement. The five-seat 148bhp 2.0-litre engines cost from £30,695 in SE trim and rises to £35,395 for the HSE, with all paired to a six-speed manual transmission. CO<sub>2</sub> emissions are as low as 129g/km, bringing down the running costs considerably, with 57.7mpg possible on the combined cycle, compared to just 46.3mpg on the outgoing 2.2-litre engined editions.

More powerful 177bhp 2.0-litre diesel engines are available, too, with the more versatile five-plus-two seating arrangement, and offered with a selection of SE, SE Tech, HSE, HSE Black and HSE Luxury equipment levels. Prices for these editions begin at £32,395 for the SE manual and rise to £43,000 for the HSE Luxury automatic. Both six-speed manual and nine-speed automatic editions are capable of 139g/km and 53.3mpg, according to official figures. The new HSE Black model boasts rear privacy glass, 20-inch black alloy wheels



and what Land Rover calls the Black Pack, which includes a contrasting roof, front grille, badges, bonnet vents and door mirrors, all in black. This model costs £41,250

and is paired exclusively to the automatic transmission. The new derivatives are available to order now, with the first examples set to reach showrooms in September.

## PEUGEOT

The 2008 crossover line-up has had a makeover with a fresh range of Euro-6 compliant engines. Out go the 1.4-litre HDi and 1.6-litre e-HDi powerplants, and in come a pair of stop-start equipped 1.6-litre BlueHDi 75 and 100 units, boasting either 74 or 98bhp, depending on version. The new range kicks off with the Access A/C model at £14,845, featuring the BlueHDi 75 engine and standard-fit air conditioning, with a better equipped Active edition costing £1,100 more at £15,945. An upgrade to the more powerful BlueHDi 100 engine costs an extra £600. The same engine can be paired

to either Allure or Feline trim levels at a cost of £18,045 and £19,445, respectively. The new engines join the 118bhp BlueHDi 120 models that were announced a few months ago. A new special edition Urban Cross model joins the line-up, too, priced at £17,645 and features the BlueHDi 100 engine. Standard equipment includes 17-inch alloy wheels, front fog lights, rear parking sensors and rear privacy glass, as well as DAB digital radio, Bluetooth mobile phone connectivity, power folding mirrors, cruise control and the rather handy Grip Control that delivers extra traction in slippery conditions. In addition to the choice of solid white or metallic



black, grey or red paintwork, there's the option of a new colour called Emerald, which is exclusive to the Urban Cross. Priced at £1,000 more than the

Active model, there's no extra charge for metallic paint, and a long list of additional equipment that makes this special edition great value for money.

## PEUGEOT

Following the launch of the facelifted 508 last year, Peugeot has now added a GT Line trim level and a range of new Euro-6 compliant BlueHDi engines. Out go the HDi and e-HDi units and in come a selection of 1.6-litre BlueHDi 120 and 2.0-litre BlueHDi 150 and 180 powerplants, as well as the upgrading of the HYbrid4 drivetrain to meet the latest standards. The range begins with the Active 1.6 BlueHDi 120 costing £22,495, with an automatic edition on offer for an additional £1,000. £23,695 buys you an Active 2.0 BlueHDi 150, with all versions featuring

touchscreen satellite navigation, DAB digital radio, dual-zone climate control, 17-inch alloy wheels, automatic headlights and wipers, privacy glass and rear parking sensors. Upgrade to Allure specification and it will cost you £2,100 more than Active trim, but includes a reversing camera, half leather upholstery, keyless entry and start, front parking sensors, electric and heated seats, blind spot detection and 18-inch alloy wheels, as well as a panoramic glass roof on SW estate editions. The newly launched GT Line specification costs a further £1,000 and boasts red stitching for the half leather upholstery, full-LED headlights, twin



exhausts and sportier 18-inch alloy wheels. The flagship GT models are priced from £30,345 and feature a more powerful 178bhp edition of the 2.0-litre BlueHDi engine paired to a six-speed automatic transmission. Extra equipment compared to GT Line models includes 19-inch alloy wheels, uprated and more

sophisticated suspension, full leather upholstery and a colour head-up display. The revised line-up is available to order now, with SW estate versions costing £1,200 more than saloon editions. A single HYbrid4 diesel-electric saloon model in Allure specification is available at a cost of £32,145.

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## SKODA

It's all change for the Skoda Rapid, with the launch of a new range of engines for the hatchback and Spaceback ranges. A new 89bhp 1.4-litre TDI engine kicks off the line-up, along with a 113bhp 1.6-litre TDI unit. The 1.4-litre engine is offered with the choice of a five-speed manual or seven-speed DSG twin-clutch automatic transmission, with CO<sub>2</sub> emissions of 94 and 99g/km, respectively. Fuel economy on the combined cycle is officially rated at 78.5 and 74.3mpg. The more powerful 1.6-litre TDI engine delivers 184lb ft of torque

and emits 109g/km of CO<sub>2</sub> with 67.3mpg claimed for the combined fuel figure. For the Rapid hatchback there's a choice of S, SE and SE L trim

levels, with prices starting at £16,280, while on the Rapid Spaceback the line-up is made up of S, SE Tech and SE Sport specifications, with the

range kicking off at £16,590 for the S 1.4 TDI. The new models are available to order now, with the first examples arriving at dealers shortly.



## SKODA

The Skoda Octavia's line-up is updated to incorporate engines that meet the Euro-6 emissions standards, which means that the 1.6-litre TDI engine receives a modest power boost to 108bhp. Elegance models are now discontinued from the line-up, replaced with a new SE L trim level to fall in line with other models in the Skoda range. Prices surprisingly start a little cheaper than before at £18,300 for the Octavia S 1.6 TDI and rise to £28,200 for the Scout 2.0 TDI 4x4 automatic with 181bhp engine. Other

notable changes include a rise in CO<sub>2</sub> emissions for the GreenLine III editions with the

Euro-6 engine, now producing CO<sub>2</sub> of 90g/km with 80.7mpg claimed for the combined fuel

economy figures, whereas previously the model emitted 85g/km and 88.3mpg.



## SKODA

A fresh range of engines have been announced for the Skoda Yeti, with all models now powered by 2.0-litre TDI units fitted with selective catalyst reduction to meet the latest Euro-6 emissions regulations. Out go the 103bhp 1.6-litre TDI GreenLine II versions and those powered by the 168bhp 2.0-litre TDI unit. The new engines develop either 109 or 148bhp, and there's the option of front or four-wheel-drive on the lower powered unit, with four-wheel-drive standard on the 148bhp edition. The model range follows a familiar path, with S, SE, Laurin & Klement and Monte Carlo models,

with the previous Elegance equipment level replaced by a new version named SE L. As before, there's the choice of regular Yeti models with colour coded bumpers, or more rugged Outdoor editions that feature beefier styling and grey mouldings. Prices start at £18,300 for the Yeti S 2.0-litre TDI and rise to £27,290 for the Yeti Outdoor Laurin & Klement 2.0 TDI 4x4 automatic. All of the new engines are now more fuel efficient than previously, with the entry-level 109bhp 2.0-litre TDI engine emitting 118g/km of CO<sub>2</sub>, with a claimed figure of 62.8mpg on the combined cycle.





# PRICE CHANGES

## VOLKSWAGEN

Aside from the changes detailed elsewhere on these pages, Volkswagen has increased the prices on most of its model range. Golf Estate prices rise by between £420 and £570, depending on model, with the cheapest edition now costing £20,765 for the S 1.6 TDI with 89bhp engine. The cost of all Jetta saloons rise by £80, while the Beetle and Beetle Cabriolet all now cost £95 more. Golf SV prices rise by between £130 and £370, with the BlueMotion 1.6 TDI version now costing £23,285 – up from £22,915.

The new Passat costs more, too, with the prices increasing by between £105 and £170. £37,170 will buy you the most expensive Passat in the showrooms, the R-Line 2.0 BiTDI 4Motion automatic estate. Finally, all Touran prices are up by £150, Sharan by £175 and the Touareg SUV now costs £185 more than before. And with the Phaeton now discontinued from the Volkswagen price lists, apart from the low-volume XL1, the Touareg R-Line 3.0 V6 4Motion automatic at £48,405 is now the most expensive car to wear the VW badge in the UK.



## VOLKSWAGEN

An expansion of the Polo diesel range means the launch of new R-Line models featuring the 89bhp version of the three-cylinder 1.4-litre TDI engine. Offered in both three- and five-door hatchback bodystyles, it is priced at £17,470 for the former and £18,100 for the latter. This represents a £650 price hike compared to the SEL

version it is based upon. Extra equipment includes unique 16-inch alloy wheels, a sporty body kit, rear privacy glass, sport seats, metal pedals, sill protectors and carpet mats front and rear. The new diesel Polo R-Line is available to order now with the first cars arriving in UK Volkswagen showrooms shortly.

## VOLKSWAGEN

New 1.6-litre GT models are the star act in a revised Golf range, with all engines now meeting the new Euro-6 emissions requirements. Out goes the entry-level 89bhp engine, with all of the 1.6-litre TDI powerplants now delivering 109bhp, up from 103bhp in non-BlueMotion variants. And to satisfy those buyers that want a plusher trim level paired to the 1.6-litre engine, there's new GT

specification versions lining up alongside the 2.0-litre models. Prices start at £20,370 for the S 1.6-litre TDI three-door and rise to £29,005 for the GTD 2.0 TDI DSG automatic five-door. Unusually, 2.0-litre TDI



## TOYOTA

Toyota has taken the opportunity to freshen up the Verso line-up with the introduction of the latest Euro-6 emissions compliant 1.6-litre D-4D engine. A new Trend Plus equipment level is added to the line-up, too, costing £1,850 more than the Trend version it is based upon, and featuring leather upholstery, satellite navigation, DAB digital radio and a rear entertainment system with

dual monitors and wireless headphones. Other changes include the option of a new Tidal Blue metallic paint finish, the standard fitment of a space-saver spare wheel on all models except those fitted with an optional panoramic roof, and there's new designs for the alloy wheels on Icon and Trend editions. Prices start at £19,990 for the Trend 1.6 D-4D version, rising to £24,845 for the new Trend Plus model. The new 2015 Verso is in Toyota showrooms now.



manual variants see their CO<sub>2</sub> emissions increase with the launch of the Euro-6

engine, with the new editions emitting 109g/km, up 3g/km compared to before.

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## VOLKSWAGEN

The Golf Cabriolet has ditched its 1.6-litre TDI engine in favour of a new more frugal 109bhp 2.0-litre TDI engine that meets the Euro-6 emissions regulations. CO<sub>2</sub> emissions drop from 119 to 111g/km as a result, and there's a 10bhp hike in power for the flagship 2.0-litre unit.

Now producing 148bhp, the engine is available with a choice of six-speed manual or DSG twin-clutch automatic transmissions. The 2016 model year is available to order now, with the Golf Cabriolet prices kicking off at £24,305 for the S 2.0 TDI and rising to £29,325 for the GT 2.0 TDI automatic.



## VOLKSWAGEN

Out with the old and in with the new, as the CC gains a range of new engines for the latest model year. Both the 138 and 174bhp powerplants have been ditched, and in come a pair of 2.0-litre TDI units boasting 148 and 181bhp. As you would expect, the new engines are more fuel efficient than before, with the CO<sub>2</sub> emissions now down to 114g/km for the 181bhp 2.0-litre TDI manual edition and 125g/km

for all automatic versions. As well as the introduction of the new powerplants, Volkswagen has taken the opportunity to open up availability of R-Line specification to the less potent 148bhp engine. Prices start at £26,995 for the CC 2.0 TDI with 148bhp powerplant and six-speed manual gearbox, and rise to £32,600 for the R-Line 2.0 TDI with DSG automatic transmission and 181bhp 2.0-litre TDI unit.



## VOLKSWAGEN

The 2016 model year also marks the move over to Euro-6 engines for the Tiguan crossover vehicle, with the 138 and 174bhp 2.0-litre TDI engines making way for new, higher power 148 and 181bhp units, as well as being more fuel efficient than before. A 109bhp 2.0-litre TDI engine remains the cheapest way into Tiguan ownership,

paired with front-wheel-drive and S specification, and costing £22,975 – an increase of £370 compared to before. The more powerful 148bhp engine costs an extra £550 at £23,525, while 4Motion all-wheel-drive is a further £1,770, wearing a price tag of £25,295 in entry-level S trim. A seven-speed DSG twin-clutch automatic transmission

costs an additional £1,495. Move up to mid-range Match specification and it will cost you £1,995 more (starting price of £25,520), while sporty R-Line specification is a further £1,830 price premium. This time around the most powerful 2.0-litre unit, the 181bhp edition, is paired solely to an automatic transmission, and costs £29,820

in Match specification and £31,650 for the R-Line, which is an additional £1,005 more than an auto-equipped 148bhp model, while the off-road focused Tiguan Escape is on sale at a price of £27,980 for the manual edition, and £29,475 with an automatic gearbox. All versions of the updated Tiguan range are available to order now.







**S**koda's boldly named flagship model, the Superb, has just been replaced by a new generation car with upgraded underpinnings, freshened styling, a stiffer body and new Euro-6 engines. It is now based on the VW Group's latest MQB modular chassis, and clothed in a sharper-edged and stronger body that follows the Czech company's latest 'crystalline' design theme. A selection of 1.6-litre and 2.0-litre TDI engines are on offer, along with the option of four-wheel-drive. The line-up kicks off with a 118bhp 1.6-litre TDI engine that boasts CO<sub>2</sub> emissions as low as 105g/km and a claimed fuel economy figure of 70.6mpg. There's also a pair of 2.0-litre units developing 148bhp and 188bhp respectively. Twin-clutch DSG automatic transmissions are available on all three powerplants, and Skoda predicts that more than 90 per cent of buyers will opt for diesel power. And for those that require more space, an estate version of the Superb will arrive in UK showrooms shortly, with the first pictures on page 14.

The old Superb drove really well, and this new one is more of the same. The driving experience is both enjoyable and civilised, in a car that swallows the miles with low-fatigue efficiency. In character it is more limousine than sports car, but it tackles bends tidily



**A selection of 1.6-litre and 2.0-litre TDI engines are on offer, along with the option of four-wheel-drive.**

with good body control, and has a well-resolved balance between taut handling and good ride comfort. A lumpy surface can briefly catch it out and cause a slight jostle that you are aware of in the cabin, but all the more general undulations are pretty effectively cushioned. Steering feel is reasonably communicative, and the DSG twin-clutch automatic gearbox in our test car does a generally slick job, effecting changes where you'd naturally choose them. It can seem initially a bit sluggish, but rapidly gets into its stride. Refinement is generally very good, with modest noise intrusion into the interior, unless of course you have a rather leaden right foot, when burying the accelerator pedal delivers more engine noise.

This is a bigger car all round than the old one: the body is 28 millimetres longer and 22 wider, while the wheelbase has stretched by 80 millimetres. The old Superb was always very well endowed with interior space, and the same applies to the new

car, only now even more so. Even with the front seats pushed well back, there is still very ample legroom in the rear, and extra space has been created in other directions, too. Rear headroom has been expanded by 25 millimetres, and there is also more elbow room all round – by 39 millimetres at the front and 69 behind. Luggage capacity has increased too. The boot is larger by 30 litres, and is now a whopping 625 litres with all the seats in the upright position. Lowering the rear seats, using quick-release handles in the boot, gives you a maximum of 1,760 litres of cargo space, which is more than all of its rivals.

Standard kit on all Superbs is nothing short of generous, with all editions featuring a multi-function leather steering wheel, a five-inch touchscreen infotainment system, Bluetooth mobile phone connectivity, DAB digital radio and an electric park brake. There's also front fog lights, alloy wheels, autonomous emergency braking, automatic





## Skoda Superb

<b>Model tested</b>	SE L Executive 2.0 TDI 4x4 Automatic
<b>Price</b>	£30,220
<b>Made in</b>	Kvasiny, Czech Republic
<b>Configuration</b>	5-door hatchback, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed twin-clutch automatic
<b>Power output</b>	188bhp @ 3,500–4,000rpm
<b>Maximum torque</b>	295lb ft @ 1,750–3,250rpm
<b>Top speed/0–62mph</b>	143mph/7.6 secs

<b>CO<sub>2</sub> emissions</b> (tax band)	132g/km (E) Euro 6
<b>Economy</b> (urban/extra urban/combined)	47.1/64.2/56.5mpg
<b>Fuel tank size/range</b>	66 litres/820 miles
<b>Insurance group/BIK rate</b>	tba/24%
<b>Size</b> (length/width with mirrors)	4,861/2,031mm
<b>Boot space</b> (minimum/maximum)	625/1,760 litres
<b>Kerb/max towing weight</b>	1,615/2,200kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★★



headlights and a full suite of electronic safety equipment, including pedestrian protection, an electronic differential and a multi collision avoidance system. Move up to the SE trim and there's larger 17-inch alloy wheels, rear parking sensors, power folding door mirrors and cornering front fog lights, in addition to adaptive cruise control, dual-zone climate control and a larger 6.5-inch touchscreen. As the name suggests, the SE Business model is aimed at company car users, and includes satellite navigation, Alcantara upholstery, wireless mobile phone charging, privacy glass, front parking sensors and a choice of driving modes. SE L Executive trim has even larger 18-inch alloy wheels, as well as Bi-Xenon headlights, an uprated satellite navigation system with eight-inch touchscreen, electric front seats with memory functionality, leather upholstery, heated front seats and an electrically operated boot, while flagship Laurin & Klement models include an uprated ten-speaker audio system, heated front windscreen, tri-zone climate control, a television tuner, dynamic chassis control and an automated parking system, as well as a lane keeping assistant, keyless entry, blind spot recognition and piano black dashboard appliques. The range kicks off at £19,985 for the S 1.6 TDI model, with SE editions on

offer for an extra £1,550. SE Business models are priced at exactly the same as the regular SE versions, while SE L Executive models are priced at £3,030 more. At the top of the tree, Laurin & Klement editions carry a £3,620 price premium over the SE L Executive models.

Skoda's trademark 'Simply clever' theme of smart ideas has been extended in this latest model, with all but the base versions now featuring a pair of folding umbrellas housed in both the front door armrests. There's also a device between the front seats that brilliantly lets you open a drinks bottle one-handed, and optional luggage grips in the boot effectively stop items from sliding about.

The Superb has always been a well-conceived and excellent value-for-money car, and that continues with the new generation

<b>On sale</b>	Now
<b>In showrooms</b>	September 2015
<b>Prices</b>	£20,040 to £33,840
<b>Bodystyles</b>	5-door hatchback
<b>Engines</b>	1.6 (118bhp), 2.0 (148bhp), 2.0 (187bhp)
<b>Trim levels</b>	S, SE, SE Business, SE L Executive, Laurin & Klement
<b>Also consider</b>	Ford Mondeo, Volkswagen Passat

model. It has shed the weighty ingenuity of the old car's 'twin-door' saloon/hatch design, but has gained more space, extra technology, and a whole host of canny new features. All of these latest measures meant that the name of the car remains just as apt.

**Sue Baker**





**I**t might look like a Mondeo, but you don't need to look very hard to see that this one is a bit special. A unique hexagonal-design grille gives way to dramatic chrome swage lines along the side, bookended by 19-inch chrome alloy wheels. There is also a particularly deep paint job, in an exclusive (and optional) hazelnut colour, along with a handful of Vignale badges to finish things off. Vignale is Ford's attempt at a premium sub-brand, offering an enhanced ownership

experience, as well as a lot more luxury than you might expect from a run-of-the-mill Ford. Inside, you will find seats wrapped in the finest leather, soft and supple enough to rival anything from the likes of Mercedes-Benz or Jaguar, electrically adjustable and heated in the front. Leather wraps almost every surface ahead of the driver, too, with the upper and lower dashboard covered in the material, along with the door tops and armrests. Where leather isn't suitable, touch points

are treated to a chrome makeover. It all looks glorious, but serves to highlight the rather bland expanse of plastic that makes up the centre console. Despite the high specification, it's also odd that some equipment remains on the options list, and paying extra for safety kit such as autonomous emergency braking, blind spot assist and adaptive cruise control seems stingy, while an electric tailgate and a panoramic roof appears to be odd omissions to the luxury specification.

## UPMARKET AMBITIONS

**F**ord is on a push to reinvigorate the brand in Europe, where it's been losing money since 2011. Part of the solution is to get customers to spend more money, pushing sub-brands, including Ford Performance to cover the Mustang, ST and RS cars, and now a luxury option

called Vignale. The latter is much more than an upscale trim level though, with the cars having their own design cues and a standard equipment list beyond the normal Titanium specification. The programme kicks off with the Mondeo, and the Vignale range will be extended to include the

S-MAX next year, followed by Kuga, Galaxy and the forthcoming Edge, if the rumours are to be believed.

Each Vignale rolls off the production line in Valencia. However, unlike the regular Mondeo, these have spent twice as long being painted and protected, before going to be hand-finished in their own special area. Six specially selected people combine cutting-edge technology with traditional craftsmanship to finesse the cars. That means laser and camera technology supporting skilled eyes to check for imperfections before the car is hand polished. After an additional 100 checks, the car is then signed off and sent to the dealer.

Sumptuous leather, noise cancelling technology, polished paintwork and extra chrome around the car won't be enough to convince customers to shell out extra cash on the Vignale though, so Ford is working on giving buyers an enhanced ownership experience. On sale only at newly branded Ford Stores, of which there'll be 55 in the UK by the end of 2015, each will be







Active noise cancellation, a system that uses multiple microphones throughout the interior to listen for background noise before counteracting it using sound pumped out through the 12-speaker Sony-branded audio system, together with double-glazed windows, at least make the cabin a hushed environment. It's arguably the most impressive part of the Vignale package, relegating the 2.0-litre diesel engine to a slight background murmur. The engine in our test car delivers 178bhp and 295lb ft of torque, and combined with the six-speed twin-clutch PowerShift automatic gearbox, it's powerful enough to keep the car moving swiftly, while smooth enough not to draw attention to the gear changes. Ford hasn't made any changes to the suspension and steering, so it remains a fine handling car. Ride quality is excellent, even on the roughest of roads, while the steering feels reassuringly connected on the bends. Our test car came with an active four-wheel drive system that sends power to the front wheels in normal circumstances, before distributing

## Ford Mondeo Vignale

<b>Model tested</b>	Vignale 2.0 TDCi AWD PowerShift Automatic
<b>Price</b>	£32,045
<b>Made in</b>	Valencia, Spain
<b>Configuration</b>	4-door saloon, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed twin-clutch automatic
<b>Power output</b>	178bhp @ 3,500rpm
<b>Maximum torque</b>	295lb ft @ 2,000–2,500rpm

<b>Top speed/0–62mph</b>	140mph/9.3 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	138g/km (E) Euro 6
<b>Economy (urban/extra urban/combined)</b>	44.1/58.9/53.3mpg
<b>Fuel tank size/range</b>	62.5 litres/733 miles
<b>Insurance group/BIK rate</b>	tba/25%
<b>Size (length/width with mirrors)</b>	4,871/2,121mm
<b>Boot space</b>	516 litres
<b>Kerb/max towing weight</b>	1,664/2,000kg
<b>Euro NCAP safety rating</b>	★★★★★ (estate tested)
<b>DieselCar rating</b>	★★★★★

it rearwards when necessary. On the dry roads of our test route it was difficult to tell how much benefit it might offer, but it will no doubt give extra reassurance in harsh winter months in Britain. That all-wheel drive system adds to CO<sub>2</sub> emissions though, increasing to 138g/km, and that might just be enough to put off business buyers, however, the traditional front-wheel drive model with manual gearbox cuts that to a more tax-friendly 117g/km.

It's business user-choosers who will be more likely to consider the Vignale, with the uplift in company car tax over a Mondeo Titanium being easier to swallow than the £4,500 increase in retail price that private buyers will face, though this is offset by a lengthier equipment list. It could still be a lot of money for some buyers, for nice leather, a few bits of bling and your own waiting area in the



<b>On sale</b>	Now
<b>In showrooms</b>	July 2015
<b>Prices</b>	£29,045 to £33,310
<b>Bodystyles</b>	4-door saloon and 5-door estate
<b>Engines</b>	2.0 (178bhp), 2.0 (207bhp), 2.0 petrol hybrid (184bhp)
<b>Trim levels</b>	Vignale
<b>Also consider</b>	BMW 3 Series, DS 5, Mercedes-Benz C-Class

showroom. The Mondeo is a fine car, but it's fine enough in its standard form.

**Phil Huff**

staffed by specially trained staff looking after customers in a cordoned off Vignale Lounge area within the dealership. Each lounge is a 'luxurious and sensorial' experience, combining leather chairs with LCD walls and an innovative digital table that will allow you to specify your own virtual car while enjoying a coffee, before transferring it to a screen on the wall to see a life-size model.

While it's nice to have that sensation of luxury while choosing a car, it's what happens once you become an owner that promises to set the Vignale experience apart. Each customer will be supported by a relationship manager that they'll be on first name terms with. This manager will remain the single point of contact for the customer, from buying the car, through servicing and ultimately trading it in for another vehicle later on. The Vignale will also be collected from and returned to your home or office for its regular servicing, while owners will be entitled to a free car wash once a month at any Ford store.

A 24-hour telephone line will be



available for customers needing additional support, covering technical questions, dealing with complaints, or managing a service booking. A smartphone app will provide access to Vignale content, as well as help with compiling accident reports, should the unfortunate happen. For those customers that really can't get enough of Vignale, there's a lifestyle collection of branded bags, phone cases, ties and keyrings on offer.

Ford is investing heavily in ensuring Vignale stands out in the marketplace, while higher margins should help a little towards returning Ford of Europe to profit. The big question mark remains around customer acceptance of a posh Ford, and whether the company's traditional buyers and those that Ford management want to poach from rival premium brands, will find the package compelling enough to splash out the extra cash.



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## Audi Q7

**W**hen the Audi Q7 originally made its debut in 2006, it did so with an international launch in the US, clearly intended as the prime target for finding customers. It initially seemed rather too big for UK roads, but that hasn't deterred buyers here though, and as cars generally have grown bigger, it no longer seems quite so large. Now the second generation Q7 has arrived – the first car to be built on the VW Group's new MLB platform – and it has shed around 240 kilograms in weight and has also shrunk fractionally, by 37 millimetres in length, 35 in width and 8 from the wheelbase. But thanks to optimisation of the available space, there's slightly more room inside the cabin and the boot with five seats in place is marginally larger, by five litres.

The driving experience has shifted up a notch from the old model. Handling is a little crisper, and ride quality on standard suspension deals with most undulations very acceptably, delivering a good blend of poise and comfort. There is also the option of air suspension that makes the ride more serene, as well as delivering increased towing capacity (it goes up from 2.8 to 3.5 tonnes). Performance from the 268bhp diesel engine is very robust, giving the car a 0-62mph sprint time of 6.5 seconds and a 145mph top speed. There will be a lower powered

<b>Model tested</b>	S line 3.0 TDI quattro
<b>Price</b>	£53,835
<b>Made in</b>	Bratislava, Slovakia
<b>Configuration</b>	5-door SUV, 7-seats, four-wheel-drive
<b>Drivetrain</b>	2967cc, V6, 24-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	8-speed automatic
<b>Power output</b>	268bhp @ 3,250–4,250rpm
<b>Maximum torque</b>	443lb ft @ 1,500–3,000rpm
<b>Top speed/0–62mph</b>	145mph/6.5 secs

215bhp diesel engine coming later in the year, but this is a big car to haul around, and the lower output engine is not as perky or refined as our better-performing test car, which really seems to justify the extra £2,350 outlay.

Cabin quality is excellent, as it should be for a car in this price bracket, and Audi has upped the game in detailing and convenience. The leather upholstery is beautifully crafted, seat comfort is excellent, and the fascia has a nicely driver-focused design with a long centre console that has an encasing ambience. Behind are three equally sized seats with ample room for three large adults, and each seat can be slid fore and aft and also reclined independently of the others. Two more seats, in a third seat row that is standard on UK cars, are electrically operated and equipped with Isofix child seat fasteners. The Q7's boot has grown marginally to 770 litres in five-seat mode, although maximum cargo room has decreased a little from 2,035 to 1,955 litres. Access is via an electrically-operated tailgate, standard kit on all versions.

Efficiency improvements have lowered the new car's running costs compared with its predecessor.

<b>CO<sub>2</sub> emissions</b> (tax band)	153g/km (G) Euro 6
<b>Economy</b> (urban/extra urban/combined)	44.1/50.4/47.9mpg
<b>Fuel tank size/range</b>	75 litres/790 miles
<b>Insurance group/BIK rate</b>	tba/28%
<b>Size</b> (length/width with mirrors)	5,052/2,212mm
<b>Boot space</b> (7/5/2-seats)	tba/770/1,955 litres
<b>Kerb/max towing weight</b>	2,060/2,800kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	August 2015
<b>Prices</b>	£50,340 to £53,835
<b>Bodystyles</b>	5-door SUV
<b>Engines</b>	3.0 (268bhp)
<b>Trim levels</b>	SE, S line
<b>Also consider</b>	BMW X5, Volvo XC90

With this higher-powered diesel, both power and torque are up, by 26bhp and 37lb ft, respectively, but fuel consumption is improved by nearly 10mpg and CO<sub>2</sub> emissions has gone down by 42g/km. For company car drivers this means a sharp drop in the benefit-in-kind taxation rate from 37 per cent for the old model to 28 per cent now. All Q7s now come with an extensive standard kit list that includes Xenon headlights, satellite navigation, DAB digital radio, electric and heated seats, leather upholstery, autonomous emergency braking, automatic headlights and wipers, keyless entry and start and parking sensors to the front and rear.

**Sue Baker**







## Peugeot 208

**A**head of the September deadline for the switch to engines that comply with Euro-6 emissions regulations, Peugeot has revised its 208 supermini with a range of 1.6-litre BlueHDi units in 74, 98 and 118bhp power outputs. At the same time, it has treated its Fiesta-rival to a new front bumper, larger grille and revised headlights, together with a fresh design for the rear light clusters. But greater personalisation is key to the upgrades for the baby Peugeot, with a Menthol White or Lime Green pack delivering extra colourful enhancements, and a new textured paint surface – a world-first on a volume produced car. It's achieved by adding fine particles of silica and micro-balloons of polyamide to give a textured, matte finish, and costs £645 – £150 more than metallic paint. Additional technology includes the availability of autonomous emergency braking for the first time. Peugeot has also taken the opportunity to slim down the diesel range to just four equipment levels this time around, with a new sportier GT Line model topping the diesel line-up.

Our test car was a bit of a Heinz 57, as the wheels and enhanced aerodynamics of the eco pack won't be available on UK cars. Our test car was fitted with the 98bhp 1.6-litre BlueHDi engine and this made for perky performance away from the lights, and plenty of overtaking muscle, should you need it. And while there's

<b>Model tested</b>	Allure 1.6 BlueHDi 100
<b>Price</b>	£17,045
<b>Made in</b>	Poissy, France
<b>Configuration</b>	5-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1560cc, 4-cylinder, 8-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	5-speed manual
<b>Power output</b>	98bhp @ 3,750rpm
<b>Maximum torque</b>	187lb ft @ 1,750rpm
<b>Top speed/0–62mph</b>	116mph/10.7 secs
<b>CO<sub>2</sub> emissions</b> (tax band)	87g/km (A) Euro 6

a bit of a racket at higher revs, around town and at motorway speeds, the sounds from the engine merges into the background. There's a touch of wind noise around the mirrors, but road and tyre noise is impressively low. Thanks to the small diameter wheel, the 208 feels nimble through the bends, reacting quickly to inputs. There's tight body control, neat handling and more than sufficient grip. The suspension set-up is pretty good, too, soaking up potholes and speed humps well.

It's easy to forget how nicely laid out the cabin of the 208 is. The infotainment and navigation screen is ideally placed at the top of the dashboard, just within your eyeline, and all of the controls are neatly arranged. The instruments are a model of clarity, with a smart

white on black affair, and though the high-set cowl and small steering wheel can be an acquired taste, it's an arrangement that suits drivers of average height particularly well. A soft band across the dashboard gives a plusher feel, though some of the plastics are still unremittably hard. But the overall impression of the dashboard is one of classiness, which is aided by the smart piano black surfaces. The driving position is spot

<b>Economy</b> (urban/extra urban/combined)	74.3/88.3/83.1mpg
<b>Fuel tank size/range</b>	50 litres/914 miles
<b>Insurance group/BIK rate</b>	tba/16%
<b>Size</b> (length/width with mirrors)	3,973/2,004mm
<b>Boot space</b> (minimum/maximum)	311/1,152 litres
<b>Kerb/max towing weight</b>	1,090/1,150kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£13,845 to £18,245
<b>Bodystyles</b>	3-door and 5-door hatchback
<b>Engines</b>	1.6 (74bhp), 1.6 (98bhp), 1.6 (118bhp)
<b>Trim levels</b>	Access A/C, Active, Allure, GT Line
<b>Also consider</b>	Ford Fiesta, Renault Clio

on, with lots of opportunity to adjust both the seat and the steering wheel, and space up front is well up to class standards. Move to the back seats and knee and leg space is actually pretty generous, though taller passengers may wish for a little more head room. Over the shoulder vision is hindered by bulky rear pillars and thick windscreen posts make manoeuvring out of more awkward side junctions a challenge. Boot space is better than most rivals, including the Ford Fiesta and Vauxhall Corsa, with a well shaped 311 litres of space with the seats up and a generous 1,152 litres with the chairs tumbled down.

**Ian Robertson**







## Hyundai i30

It's a big year for Hyundai, with 2015 already having seen the launch of the latest i20 supermini, the debut of the new Tucson that arrives in UK showrooms later this year, and the Genesis luxury car, though sadly for now there's no diesel option. As if that wasn't enough, Hyundai has announced facelifts to the ix20 mini MPV, the i40 large car, and the Focus-rivalling i30 as tested here. And while the changes appear modest, mainly centring on a new front end, including the adoption of Hyundai's corporate hexagonal grille, under the skin, there's a brand-new seven-speed twin-clutch automatic transmission that we test here for the first time. As before, there's a choice of five-door hatchback or estate, but the slow-selling three-door has been discontinued in diesel guise. Trim levels have been revised, with Classic, Active and Style versions replaced by S, SE and SE Nav, with a Premium edition sitting at the top of the updated line-up. What hasn't changed with the introduction of the latest car, is the cast-iron five-year unlimited mileage warranty and long service intervals of 20,000 miles.

The adoption of a twin-clutch set-up for the transmission is similar in architecture to Volkswagen's legendary DSG gearbox. One clutch operates all of the odd numbered gears, and another for the evens, and in the interests of speedy changes, the next gear is always

<b>Model tested</b>	SE Nav 1.6 CRDi Auto
<b>Price</b>	£20,795
<b>Made in</b>	Nošovice, Czech Republic
<b>Configuration</b>	5-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1582cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	7-speed twin-clutch automatic
<b>Power output</b>	109bhp @ 4,000rpm
<b>Maximum torque</b>	221lb ft @ 1,750–2,500rpm
<b>Top speed/0–62mph</b>	115mph/11.8 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	109g/km (B) Euro 6

ready to be engaged. This means that not only are the changes lightning fast, but you're rarely left floundering with the 'box unsure of which gear to select. It also aids efficiency, with the new engine and transmission combination emitting just 109g/km of CO<sub>2</sub> with fuel economy of 67.3mpg on the combined cycle, compared to 145g/km and 51.4mpg with the old, torque-converter equipped gearbox.

In this pairing, there's just 109bhp on tap, and therefore performance is quite leisurely, but wholly acceptable. The engine is refined and quiet, and even at full throttle, it remains hushed and well mannered. The i30 is easy to drive, with light steering at low speeds, but lacks feel at faster speeds.

Sadly there's nothing for more enthusiastic drivers to get excited about, with handling that is unremarkable, yet both safe and predictable, and a modicum of lean when cornering. Ride comfort is excellent, delivering a comfortable ride and soaking up the bumps and potholes nicely.

The cabin of the i30 remains the same as before, with generous headroom both front and rear, and a decent sized boot with extra compartments sited under the boot

<b>Economy (urban/extra urban/combined)</b>	61.4/72.4/67.3mpg
<b>Fuel tank size/range</b>	53 litres/785 miles
<b>Insurance group/BIK rate</b>	12/19%
<b>Size (length/width without mirrors)</b>	4,300/1,780mm
<b>Boot space (minimum/maximum)</b>	378/1,316 litres
<b>Kerb/max towing weight</b>	1,456/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£17,195 to £24,695
<b>Bodystyles</b>	5-door hatchback and 5-door estate
<b>Engines</b>	1.6 (109bhp), 1.6 (134bhp)
<b>Trim levels</b>	S, SE, SE Nav, Premium
<b>Also consider</b>	Kia cee'd, Vauxhall Astra

floor for extra versatility. It's easy to get a comfortable driving position thanks to plenty of adjustment, and there's lots of space for oddments, including a large bin by the gear lever, a decently sized glovebox and large door pockets. All of the materials used in the cabin are soft-touch and nicely textured, with an overriding feeling of durability, while the cabin design is pleasing and attractive, with all of the controls clearly marked and sited high up for added convenience. All-round visibility is good, too, with deep side and back windows giving a good view out, and the added convenience of rear parking sensors fitted as standard on all versions except the basic S edition.

**Ian Robertson**







## Hyundai i40 Tourer

**W**ith downsizing an ever popular trend, the market for the traditional large car has been diminishing over the past few years. That is, unless you're Hyundai, who last year sold more than 5,600 examples of its i40 saloon and Tourer. It represented one of the best years yet, with sales of the Tourer in particular, up more than 17 per cent. And Hyundai management is hoping that this latest revitalised edition will push that figure even higher, thanks to a facelift that brings the i40 in line with Hyundai's latest design language. Hand-in-hand with the revisions, the entry price has risen by £495, with changes to the shape of the front and rear lights, a new front bumper and a prominent hexagonal grille. A new seven-speed twin-clutch automatic transmission is also offered for the first time on the 139bhp editions of the 1.7-litre CRDi engine. Out go the Active and Style trim levels, and in their place there's new S, SE Nav and SE Nav Business editions, with the flagship Premium model topping the range. A choice of a pair of 1.7 CRDi engines in 114 and 139bhp power outputs, the latter unit producing 5bhp more than before, with CO<sub>2</sub> emissions and fuel economy figures improved on every model.

One of the i40's biggest strengths is the sheer amount of space on offer, with limousine-like levels of rear legroom. Headroom is good, too, and the generous proportions are mirrored

<b>Model tested</b>	Tourer SE Nav 1.7 CRDi Blue Drive
<b>Price</b>	£23,650
<b>Made in</b>	Asan, South Korea
<b>Configuration</b>	5-door estate, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1685cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	139bhp @ 4,000rpm
<b>Maximum torque</b>	251lb ft @ 1,700–2,500rpm
<b>Top speed/0–62mph</b>	124mph/10.5 secs

by the amount of loadspace on offer, with 553 litres with the seats in the upright position – outgunning the Ford Mondeo – and an enormous 1,719 litres with the chairs folded down. The space is deep, expansive and has the advantage of an underfloor storage tray. The interior design is stylish and shapely, and while the materials are soft and hard wearing, there's still a little way to go until it matches the surfaces in the latest Passat, though. But bearing in mind that the VW-badged car costs £2,720 more, Hyundai designers have done an admirable job. The driving position is good, with nice comfortable seats, and all-round vision is aided by the deep windows and large rear screen. The positioning of the standard-fit satellite navigation system is good, just within your field of vision, but we wish the instruments were brighter with additional clarity. Space for oddments is well catered for, with a large bin ahead of the gear lever, a deep and well-proportioned armrest and good-sized door pockets and glovebox.

It's obvious that the i40 has been designed with comfort in mind, as the suspension soaks up the bumps and potholes with nice absorption. Improvements to the steering are a total success,

<b>CO<sub>2</sub> emissions</b> (tax band)	114g/km (C) Euro 6
<b>Economy</b> (urban/extra urban/combined)	58.9/68.9/65.7mpg
<b>Fuel tank size/range</b>	70 litres/1,012 miles
<b>Insurance group/BIK rate</b>	tba/20%
<b>Size</b> (length/width without mirrors)	4,775/1,815mm
<b>Boot space</b> (minimum/maximum)	553/1,719 litres
<b>Kerb/max towing weight</b>	1,648/1,800kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£19,600 to £28,850
<b>Bodystyles</b>	4-door saloon and 5-door estate
<b>Engines</b>	1.7 (114bhp), 1.7 (139bhp)
<b>Trim levels</b>	S, SE Nav, SE Nav Business, Premium
<b>Also consider</b>	Peugeot 508, Toyota Avensis

with the action now rid of the over-assisted, electrical feel that the old car was plagued with. On tight bends, body roll is kept well in check, with the tyres gripping the tarmac nicely. The six-speed manual gearbox has a smooth, positive action, and the standard-fit stop-start system operates well, without being intrusive. Performance off the line is decent, with a good dose of mid-range torque for overtaking. The engine is quiet and refined, and even with your foot to the floor, remains hushed, and while there's traces of road noise at motorway speeds and some wind flutter, the i40 is actually a comfortable long distance cruiser.

**Ian Robertson**







## DS 5

**W**hile some may write this new DS 5 off as a mere facelift of the current car, just with a more distinctive front end, it's a whole lot more significant than that. Walk around the car, and you'll notice a total absence of chevrons on this car, and that's because it is the first new product since the split from Citroën. DS Automobiles, as the new company is known as, has been spun off into a separate upmarket, luxury brand, with ambitious plans to launch a line-up of six new models by 2020. The update to this DS 5 is the first product to exhibit the company's new styling direction and brand identity, and as new models are launched or refreshed, you'll see variations on this same theme.

Much of the criticism of the old car has been addressed – the suspension and steering feel – with both departments rethought. Where the old car transmitted far too many of the lumps and bumps into the cabin, it's a totally reformed character with a more cushioned set-up that isolates occupants from poor road surfaces. It's not perfect, though, as speed humps and raised surfacing still result in a jolt, but it's significantly better than before. We tested the flagship of the line-up, the 178bhp 2.0-litre BlueHDi engine paired to a six-speed automatic transmission. It's a great match, with lively performance away from the line and a good surge of mid-range torque for overtaking. The transmission swaps cogs smoothly and results in quite a relaxing driving experience.



<b>Model tested</b>	Prestige BlueHDi 180 Automatic
<b>Price</b>	£32,040
<b>Made in</b>	Sochaux, France
<b>Configuration</b>	5-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed automatic
<b>Power output</b>	178bhp @ 3,750rpm
<b>Maximum torque</b>	295lb ft @ 2,000rpm
<b>Top speed/0–62mph</b>	137mph/9.9 secs

The retuned steering makes the DS 5 feel more agile through the bends, with a better balance of weightiness, and while there is some lean when cornering, it feels nicely controlled. Grip levels are high and there's a meaty bite to the brakes bringing you to a stop. Road noise is nicely contained, the engine mutes to become a backing track, and there's only a light flutter from the wind around the windscreen and pillars.

The cabin on first acquaintance looks a bit of a mish-mash, but is actually neatly laid out and logical once you get used to the striking design. The materials are nicely finished, and the watch strap-like appearance of the seats are a real highlight, as well as being nicely supportive. The infotainment system now features a touchscreen for extra convenience, though we found the software to be a bit slow on the uptake at times. There's an aviation theme running through the car, with airline style lockers above your head, and space for both bottles and oddments in the impressively large door bins. Space in the front is par for the course, but for rear seat passengers the amount of room is best described as snug. Both head and legroom is in short supply, especially if the driver is

<b>CO<sub>2</sub> emissions</b> (tax band)	114g/km (C) Euro 6
<b>Economy</b> (urban/extra urban/combined)	55.4/68.9/64.2mpg
<b>Fuel tank size/range</b>	60 litres/847 miles
<b>Insurance group/BIK rate</b>	tba/20%
<b>Size</b> (length/width with mirrors)	4,530/2,128mm
<b>Boot space</b> (minimum/maximum)	465/1,288 litres
<b>Kerb/max towing weight</b>	1,540/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	July 2015
<b>Prices</b>	£25,980 to £34,890
<b>Bodystyles</b>	5-door hatchback
<b>Engines</b>	1.6 (118bhp), 2.0 (148bhp), 2.0 (178bhp) 2.0 diesel hybrid (197bhp)
<b>Trim levels</b>	Elegance, 1955 Special Edition, Prestige
<b>Also consider</b>	Audi A5 Sportback, Ford Mondeo Vignale

particularly long legged. Visibility all around the car is another snag, with thick side posts and a windscreen pillar that causes problems when pulling out of offset junctions. That coupled with the shallow rear screen that has a bar running across it, and you'll want to ensure that you have parking sensors fitted to avoid manoeuvring mishaps. Space for luggage is pretty generous, swallowing up enough to cater for a family of four, and this can be opened up further by tumbling down the rear seats in a 60:40 fashion.

**Ian Robertson**





## Peugeot Partner Tepee

Expanding the family is expensive, and quite apart from the extra paraphernalia required to bring up the extra offspring, very often you'll need a larger car. Multi-purpose vehicles, or MPVs for short, are big business, but in the same way that they inflate the amount of room on offer, the price tag is greater, too. But there is a solution that may well be less glamorous, but in terms of cost per square metre, few vehicles can compete. And far from offering an inferior driving experience and lacking in creature comforts, the latest breed are far from utilitarian. Freshly updated ready for the summer, the Partner Tepee has been treated to the second facelift of its product life, and is arriving in showrooms about now. The main differences are a bolder front end, so it falls into line with Peugeot's latest design thinking, together with a new touchscreen infotainment system. All of the engines now meet the latest Euro-6 emissions regulations, and there's a smattering of new technology, including autonomous emergency braking later this year. All of these upgrades result in a price increase of between £900 and £1,145, depending on version. Here in the UK, there's a choice of three 1.6-litre BlueHDi engines in 74, 98 and 118bhp power outputs, and a combination of Active or Allure specification. Our French-registered test car was powered by the 118bhp edition of the engine, but equipped to Outdoor specification – a combination unavailable in the UK. Here, the most powerful engine is



<b>Model tested</b>	Allure 1.6 BlueHDi 120
<b>Price</b>	£19,245
<b>Made in</b>	Vigo, Spain
<b>Configuration</b>	5-door MPV, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1560cc, 4-cylinder, 8-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed manual
<b>Power output</b>	118bhp @ 3,500rpm
<b>Maximum torque</b>	221lb ft @ 1,750rpm
<b>Top speed/0-62mph</b>	108mph/11.4 secs

exclusively offered with Allure trim.

With a chassis based on the last generation 308 hatchback, this Partner Tepee actually goes and steers rather well. The 118bhp engine delivers some pizzazz away from the lights, with a reasonable spread of oomph across the rev range. The engine is pretty refined, but you'll never forget the source of power, with the diesel clatter remaining a constant backing track, no matter what speed you are doing. Through bends, the Partner is surprisingly composed, with minimal lean and decent grip, but is let down by the steering which is relatively heavy and slow to respond. The bluff shape of the Partner means there's a little wind noise when up to speed, though tyre and road sounds are kept nicely in check.

If it's space that you desire, there are few vehicles that can touch it for carrying capacity, apart from the Citroën Berlingo Multispace, it's sister car. In addition to the endless number of storage compartments littered all around the car, there's a humungous 3,000 litres with all of the seats folded down, and even 675 litres with all five-seats in use, with a low loading sill for extra ease and convenience. The generous proportions even allow the option of seven chairs, should you need to carry more people, though just one version is on offer. Sliding side doors mean access to the rear seats is

<b>CO<sub>2</sub> emissions</b> (tax band)	115g/km (C) Euro 6
<b>Economy</b> (urban/extra urban/combined)	57.6/67.3/64.2mpg
<b>Fuel tank size/range</b>	53 litres/749 miles
<b>Insurance group/BIK rate</b>	17/21%
<b>Size</b> (length/width with mirrors)	4,384/2,112mm
<b>Boot space</b> (minimum/maximum)	675/3,000 litres
<b>Kerb/max towing weight</b>	1,398/1,300kg
<b>Euro NCAP safety rating</b>	★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£15,585 to £19,245
<b>Bodystyles</b>	5-door MPV
<b>Engines</b>	1.6 (74bhp), 1.6 (98bhp), 1.6 (118bhp)
<b>Trim levels</b>	Active, Allure
<b>Also consider</b>	Citroën Berlingo Multispace, Ford Tourneo Connect

excellent, with three proper sized chairs on offer. Legroom both front and rear is pretty good, and no-one could possibly have any complaints about the generous amount of headroom. As you would expect considering the vehicle's van roots, the dashboard has been designed for durability rather than luxuriousness, but feels nicely screwed together and like it is built to last. The driving position is best described as upright, and affords great all-round visibility, especially thanks to the large, deep side windows, while parking sensors and a rear camera are included in the price tag of the top-spec Allure editions.

**Ian Robertson**





## Hyundai i20 Coupé

Since the demise of the oddball Veloster earlier this year, the Hyundai range has been devoid of anything remotely exciting. The Korean company is looking to change that with the launch of the new i20 Coupé, which is essentially a three-door version of its i20 supermini. So the foundations are good, but here in the UK, the reference to a coupé brings to mind images of excitement and – dare we say – sex appeal. Sadly, these are two things lacking in this i20. That's not to say Hyundai hasn't put some genuine effort into giving the Coupé edition some genuine standout characteristics. At the front you'll find a reversed version of Hyundai's corporate grille, along with a new front bumper. Matching sill mouldings run along each side, while at the back there's a spoiler and new tail light clusters. In fact, with the A-, B- and C-pillars also revised, you can understand why Hyundai bosses would want to market the Coupé as something a little different to the standard i20. So we'll cut them some slack.

It's just that out on the road it fails to deliver on its 'sporty and dynamic' promise. The 1.4-litre diesel engine lacks character and needs to be worked hard to get the best from it. The steering is also too light and short on feel, although it does come into its own when parking or manoeuvring through city

<b>Model tested</b>	SE 1.4 CRDi
<b>Price</b>	£14,725
<b>Made in</b>	Izmit, Turkey
<b>Configuration</b>	3-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1396cc, 4-cylinder, 16-valve, turbocharged diesel
<b>Transmission</b>	6-speed manual
<b>Power output</b>	89bhp @ 4,000rpm
<b>Maximum torque</b>	177lb ft @ 1,500–2,500rpm
<b>Top speed/0–62mph</b>	109mph/12.1 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	106g/km (B) Euro 6

traffic. Combine this light steering with a soft ride and little in the way of body roll, and it helps to present this three-door Hyundai i20 as a composed and predictable companion.

The interior impresses and the quality is a marked improvement over Hyundai's of old. The i20 Coupé is a match for many of its European rivals, but there's little to suggest you're sat in the i20's racier sibling. That said, you can opt for Tangerine Orange metallic paint, which is exclusive to the Coupé and includes orange inserts on the seats and dashboard. At £495, it's well worth the extra outlay if you're looking to stand out from the crowd. Standard specification is generous and complemented by Hyundai's excellent five-year, unlimited mileage warranty. Air

conditioning, Bluetooth mobile phone connectivity, front fog lights, alloy wheels, cruise control, rear parking sensors and hill start assist are all standard across the three-model range.

The i20 Coupé also manages to remain rather practical, and although your passengers won't find getting to the rear seats a dignified experience, once there they'll find plenty of leg and headroom. Indeed, two adults will

<b>Economy (urban/extra urban/combined)</b>	57.6/80.7/68.9mpg
<b>Fuel tank size/range</b>	50 litres/758 miles
<b>Insurance group/BIK rate</b>	10/19%
<b>Size (length/width without mirrors)</b>	4,045/1,730mm
<b>Boot space (minimum/maximum)</b>	311/986 litres
<b>Kerb/max towing weight</b>	1,280/1,110kg
<b>Euro NCAP test safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£14,725 to £16,400
<b>Bodystyles</b>	3-door
<b>Engines</b>	1.4 (89bhp)
<b>Trim levels</b>	SE, Sport, Sport Nav
<b>Also consider</b>	SEAT Ibiza SC, Vauxhall Corsa

have no problem travelling in the back. At 336 litres, the Coupé also offers 10 extra litres of luggage space over the five-door, but some of this is taken up by the standard-fit space-saver wheel, dropping the actual space to just 311 litres. The entrance to the boot is also small and hampered by a high loading lip, though the rear seats do fold down in a 60:40 fashion for extra versatility.

Put your high hopes of the Hyundai i20 Coupé being a modern-day Ford Puma to one side and you're left with a thoroughly decent and pleasant small hatchback. It's well-equipped, reasonably good looking and different enough to the regular five-door i20 for buyers wanting a racier car on the driveway to warrant a closer look.

**Gavin Braithwaite-Smith**





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# MUSCLE MANIA



This is a big boys' battle. It sees BMW's hunky X6 sizing up against Porsche's steroidal Cayenne. Both blend performance with elevated luxury, but which one delivers the knock-out blow?

**W**hen Porsche first launched the Cayenne more than a decade ago, it was greeted with as much horror as hype. What was a company known for its fast sports cars thinking of, in coming up with a bulbous SUV? Being rather clever, as it turned out. Ten years later, the Cayenne accounted for a quarter of Porsche's new car sales in the UK. It had also been joined, in its hunky appeal to well-heeled 4x4 customers, by a rush of rivals including the BMW X6. So here we are, 13 years on from the Cayenne's debut and six years after the first X6 arrived on the scene, going head-to-head with the latest models of these two big, sporty and luxurious SUVs. What they lack in beauty, they more than make up for in brawn. Let's see which one woos our approval.

## DRIVING EXPERIENCE



BMW X6  
★★★★★



Porsche Cayenne  
★★★★★

For such a big car, the X6 feels more nimble than its slightly awkward, swoopy-tail looks might suggest. It is a rapid motorway missile, the more spirited performer of the two, with a higher top speed and quicker sprint time. Point it at a snaky B-road, and it behaves with grippy aplomb, although it doesn't feel quite as sporty in driving style as its very engaging rival. Power delivery is smooth and linear, with slick shifts through the eight-speed automatic gearbox when you are in the mood to drive using the well-placed paddleshifts. Ride quality is quite reasonable on the 20-inch wheels that nicely plump out the arches, but it is a little less forgiving over the bumps than it might be with smaller diameter tyres.

Of the two, it is the Cayenne that a keen driver will more



instinctively gravitate towards. The big Porsche has slightly more power and torque than its US-built rival, but also carries some 45 kilograms more of all-up weight, so is narrowly outpaced on the performance figures. It's a stopwatch detail, though, because the German car feels just as quick, tucks into the bends with crisp precision, and is a very engaging drive. You can hustle it along a country lane and feel the smile spreading across your face. The ride quality is just a little more pliant, too. The Cayenne has always been a fun drive, and this latest one is just as enjoyable behind the wheel, with extra burnishing.

## INTERIOR AND COMFORT



BMW X6

★★★★★



Porsche Cayenne

★★★★★

The cabin of the X6 just oozes class. The quality of interior materials, fixtures and fittings is first rate. With its flowing dash design, the driver-focused curve of the centre console, tasteful use of colour and superbly clear instruments, the BMW's cockpit is a very agreeable place to be. It has the larger widescreen infotainment screen of the two, set high in the dash so as not to

divert your eyes too far from the road. BMW's latest generation iDrive is nicely intuitive, and all the other controls are intelligently clustered just where you want them. Seat comfort is excellent, with lots of adjustment. There is more quick stowage space for oddments than in the Porsche, and of the two, this is the cabin that feels a bit more special.

Although smart and business-like, the Cayenne's cabin has a gloomier ambience. The colour scheme is all unremitting black, and as a result gives the car a more corporate air inside. That's not to suggest it is more down-market, because quality is very high. Rather oddly, there are grab handles for both driver and passenger alongside the centre console, which is a more imposing structure down the centre of the front cabin than the BMW's lower, less intrusive front divider. The instrument dials have a sporty edge, but are not quite as clear for reading at a swift glance. The high seating gives a commanding view out of the car, and the seats are very supportive with strong lateral support for that fast trip on a bendy road.

## SPACE, PRACTICALITY AND VERSATILITY



BMW X6

★★★★★



Porsche Cayenne

★★★★★

BMW's largest X-model is a big car, almost five metres long, so there should be plenty of room inside for all you want to carry. It is indeed commodious, but that sloping rear roof line does steal a bit of space that might otherwise expand the car's inner dimensions. Five large adults can sit very comfortably in this car, but knee-room in the rear is a little less generous than it is in the

**The X6 feels more nimble than its slightly awkward, swoopy-tail looks might suggest.**

### BMW X6 xDrive30d M Sport Auto

Price	£56,100
Made in	Spartanburg, USA
Configuration	5-door SUV, 5-seats, four-wheel-drive
Drivetrain	2993cc, 6-cylinder, 24-valve, turbocharged diesel with stop-start
Transmission	8-speed automatic
Power output	255bhp @ 4,000rpm
Maximum torque	413lb ft @ 1,500–3,000rpm
Top speed/0–62mph	143mph/6.7 secs
CO <sub>2</sub> emissions (tax band)	159g/km (G) Euro 6
Economy (urban/extra urban/combined)	41.5/50.4/47.1mpg
Fuel tank size/range	85 litres/881 miles
Insurance group/BIK rate	45/29%
Size (length/width with mirrors)	4,909/2,170mm
Boot space (minimum/maximum)	580/1,525 litres
Kerb/max towing weight	2,140/3,500kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★★



### Porsche Cayenne Diesel

Price	£50,791
Made in	Leipzig, Germany
Configuration	5-door SUV, 5-seats, four-wheel-drive
Drivetrain	2967cc, V6, 24-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	8-speed automatic
Power output	259bhp @ 4,000rpm
Maximum torque	428lb ft @ 1,750–2,500rpm
Top speed/0–62mph	137mph/7.3 secs
CO <sub>2</sub> emissions (tax band)	173g/km (H) Euro 6
Economy (urban/extra urban/combined)	37.2/47.1/42.8mpg
Fuel tank size/range	100 litres/942 miles
Insurance group/BIK rate	45/32%
Size (length/width with mirrors)	4,855/2,165mm
Boot space (minimum/maximum)	670/1,780 litres
Kerb/max towing weight	2,185/3,500kg
Euro NCAP safety rating	Not yet started
DieselCar rating	★★★★★

Cayenne. It's the same story with luggage room. It is good in the X6, but even better in its German-built rival. By most standards the BMW's 580-litres boot and 1,525-litres extended cargo room sounds impressive, but that is until you judge it against the even roomier and additionally versatile Porsche.

The Cayenne wins the space race. Head, leg and elbow room is pretty similar to the BMW's in the front seats, but there is just a bit more scope to stretch if you're in the back row. The higher rear roofline grabs a bit more headroom for rear seat passengers, too. But it is luggage capacity that sets the Porsche ahead for space and practicality. It packs in 90 litres more boot room than its rival, and it boasts a whopping 255 litres superiority when the rear seats are folded down to carry a long load in the back. As with the X6, there is no third seat row on offer as an option for the Cayenne, even though it looks roomy enough to accommodate one.

RUNNING COSTS



BMW X6  
★★★★★



Porsche Cayenne  
★★★★★

Vehicles of this size could never be described as eco-friendly, however, with the X6 emitting just 159g/km of CO<sub>2</sub> and capable of 47.1mpg on the combined cycle, this adrenaline-filled SUV is actually pretty reasonable when it comes to running costs. Alright you're only likely to get around 40mpg in everyday motoring, but that's better than the expected average of mid-30s in the Cayenne, with an official combined fuel economy of 42.8mpg and CO<sub>2</sub> emissions of 173g/km. It's the difference between paying £180 per annum for vehicle excise duty and £205 for the Porsche, though most buyers will of these kind of vehicles will find either figure a drop in the ocean. Many cars will no doubt be company owned vehicle and it is then that the pendulum swings firmly in favour of the BMW, with the X6 falling into the 29 per cent benefit-in-kind tax bracket, compared to 32 per cent for the Cayenne. Quite simply, as a business tool, the BMW is the better bet.

Standard Equipment

BMW X6

20-inch alloy wheels with 275/40/R20 front and 315/30/R20 run-flat tyres	Electric tailgate
40:20:40 split/fold rear seats	Electric windows front and rear
Adaptive suspension	Front fog lights
Alarm system	Heated front seats
Anti-lock brakes	High beam assist
Automatic headlights	Hill descent control
Autonomous emergency braking system	Hill hold assist
Bluetooth mobile phone connectivity with audio streaming	Isofix child safety seat fasteners for rear outer seats
Cruise control	Lane departure warning system
DAB digital radio/CD with 10.2-inch widescreen, 20GB hard-drive, 6-speakers, USB and auxiliary sockets and steering wheel controls	Leather steering wheel with paddleshifts
Driver, passenger, side and head airbags with passenger side de-activation switch	Leather upholstery
Dual-zone climate control	Multi-collision braking system
Dynamic stability control	Parking sensors front and rear
Electric and heated mirrors with power folding and auto-dimming	Rain sensor
Electric front seats with memory functionality	Remote central locking
Electric park brake	Road sign recognition
	Satellite navigation
	Traction control
	Tyre pressure monitors
	Voice control
	Xenon headlights

**What's Hot** Faster acceleration and higher top speed, with muscular performance at all speeds. Great stability when cornering, and lots of grip. Silky engine complies with the latest Euro-6 emissions regulations. Fantastic towing capacity. Longer list of standard equipment, with key equipment like Bluetooth mobile phone connectivity, satellite navigation and DAB digital radio all included within the price tag. High quality interior with superb attention to detail. Widescreen navigation system is a joy, and easy to operate. Commanding driving position and spacious cabin. Hugely comfortable seats, and it's easy to get comfortable thanks to lots of adjustment. Lower running costs due to better fuel economy and lower CO<sub>2</sub> emissions. For business users, the company car tax bill will be lighter.

**What's Not** Looks are an acquired taste. The boot isn't as generously proportioned as its rival. List price is greater than the Porsche. The different size wheels front and rear mean that you can't rotate the wheels to even out tyre wear. Road noise is excessive. Expected to hold its value well. No seven-seat option. Rear seat space is tighter than its rival when carrying three adults in the back.

Both cars feature warranty terms that stretch three years and have an unlimited mileage limit, but when it comes to routine maintenance, it's the Porsche that offers the longer intervals, needing attention by main dealer mechanics every 20,000 miles. With the BMW, it works on a variable schedule according to the





conditions the vehicle is used, and in reality this means anything up to around 16,000 miles in 'standard' use. For insurance, both cars should be relatively similar with each falling into group 45.

## EQUIPMENT AND PRICE



BMW X6  
★★★★★



Porsche Cayenne  
★★★★★

Take a straw poll amongst friends as to which car costs more, and it'll usually result in the Porsche being voted as the posher, more expensive vehicle, but in this test that's not the case, with the Cayenne diesel weighing in at £5,309 less than the M Sport equipped X6. But looking at the list prices isn't the entire story, because the X6 is considerably better equipped than its sporting rival. While there's a lot of equipment common to both cars, including Xenon headlights, parking sensors front and rear, electric front seats, automatic headlights and wipers and dual-zone climate control, the BMW trumps the Porsche's specification by offering satellite navigation, full leather upholstery, 20-inch alloy wheels, Bluetooth mobile phone connectivity, heated front seats and memory functionality. The BMW also has a 10.2-inch widescreen infotainment screen, compared to the 7-inch touchscreen on the Porsche, though the fortunes reverse when you count up the number of speakers found inside the car, with the BMW having six, but the Porsche featuring ten.

Even the most ferocious haggler will come away feeling hard done by as our experts secured just a £1,079 discount off the

**The Cayenne wins the space race ... it boasts a whopping 255 litres superiority when the rear seats are folded down.**



## Standard Equipment

### Porsche Cayenne

18-inch alloy wheels with 255/55/R18	Electric windows front and rear
tyres and tyre repair kit	Front fog lights
40:20:40 split/fold rear seats	Hill descent control
Alarm system	Hill hold assist
Anti-lock brakes	Isofix child safety seat fasteners for rear outer seats
Automatic headlights	Leather steering wheel with paddleshifts
Bi-Xenon headlights	Multi-collision braking system
Cruise control	Parking sensors front and rear
Driver, passenger, side and head airbags with passenger side de-activation switch	Part leather upholstery
Dual-zone climate control	Radio/CD with 7-inch touchscreen, 10-speakers, auxiliary socket and steering wheel controls
Dynamic stability control	Rain sensor
Electric and heated mirrors with power folding	Remote central locking
Electric front seats	Traction control
Electric park brake	Tyre pressure monitors
Electric tailgate	

**What's Hot** Surprisingly, it's the less expensive of the pair to buy. The Porsche badge has greater cachet amongst buyers. More power and torque. Enormous fun to drive, handling nice on back roads, with huge amount of traction. The super smooth engine complies with the latest Euro-6 emissions requirements. Excellent towing capacity. A larger fuel tank gives the Cayenne a greater range. Superb quality cabin with excellent attention to detail. Instruments show its sporting heritage with rev counter positioned in the centre of the three dials. Bigger boot both with the seats up and folded down, and a generously sized rear passenger space. Neatly appointed cabin, with a sports car feel to the layout. Superb forward visibility due to the commanding driving position.

**What's Not** Higher CO<sub>2</sub> emissions means a greater company car tax burden. Fuel economy figures aren't as good as its rival. DAB digital radio is a £324 extra. Bluetooth mobile phone connectivity doesn't come as standard, nor does satellite navigation, which costs a hefty £2,307 more. Far too much of the equipment costs extra, rather than coming as standard. The centre console can appear overburdened with buttons. There's some wind noise noticeable at motorway speeds. A shame there's no seven-seat option, like on the Range Rover Sport.

price tag of the Cayenne, representing a two per cent discount. We did better on the X6, with a reduction of £4,411, bringing the price tag down to £51,689, and meaning a saving of seven per cent. The BMW's saving was secured through [www.broker4cars.co.uk](http://www.broker4cars.co.uk), whereas the biggest discount on the Porsche was found at [www.broadspeed.com](http://www.broadspeed.com).

## VERDICT



BMW X6  
★★★★★



Porsche Cayenne  
★★★★★

This one could have gone either way. Both cars are good to drive, rapid performers with a sporty edge, and very nicely appointed with high class cabins. We judge the Porsche to be the better-proportioned car from the outside, and the BMW the better-looking inside. The Cayenne has the edge on power, but the X6 is fractionally ahead on performance and bounds ahead when judged on economy and eco-friendliness. But then the points begin to stack in the Cayenne's favour. It is a bit more fun behind the wheel, the roomier and more practical of the two. It has the disadvantage of charging extra, as options, for some vital equipment that comes as standard on the X6; but with a price advantage of over £5k in the Porsche's favour, it has budget to spare for adding them. So which of these hunky SUVs claims the winner's laurels? It's the Cayenne that grabs the top spot. **D**



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## Peugeot 308 SW GT BlueHDi 180 Automatic

**P**eugeot has a long, rich history of producing entertaining hot hatches, but all of them have been petrol powered. Now the French firm is hoping that it can garner a reputation for hot diesels, too, and this good looking 308 SW is now available with a GT badge attached. Under the bonnet is a 178bhp 2.0-litre BlueHDi engine paired exclusively to the company's latest six-speed automatic transmission. It develops 295lb ft of torque, giving this cargo carrying estate car an acceleration time of 8.6 seconds to 62mph. Peugeot enthusiasts will immediately notice that the lion badge has been repositioned to the front grille, and that the GT rides lower than other models in the range. The front indicators that run sequentially is a nice touch and twin exhaust pipes give a purposeful look to the rear, together with a piano black diffuser. Inside, metal pedals and red stitching for the steering wheel, seats and dashboard give a sportier feel, while dark headlining, a chequered flag background to the instruments and GT sill protectors complete the cabin upgrades.

Out on the road, there's decent pace away from rest, with urge in the mid-range particularly impressive. The automatic transmission is responsive, with decently chosen ratios, and the option of selecting the gears yourself thanks to standard paddles behind the steering wheel. There's a little diesel clatter from cold, but soon quietsens to just a backing track once warmed through.



<b>Price</b>	£26,845
<b>Made in</b>	Sochaux, France
<b>Configuration</b>	5-door estate, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed automatic
<b>Power output</b>	178bhp @ 3,750rpm
<b>Maximum torque</b>	295lb ft @ 2,000rpm
<b>Top speed/0-62mph</b>	135mph/8.6 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	107g/km (B) Euro 6
<b>Economy (urban/extra urban/combined)</b>	58.8/76.3/68.8mpg

At a steady cruise it's comfortable, with little sound from the engine or tyres, and only a slight fluffing from the wind at motorway speeds. Through the bends, body control is pretty good, with minimal lean and more grip than you would ever need. The 308 becomes more fun the faster you go, with the small steering wheel delivering great agility and plenty of feel, with a go-kart-like atmosphere. And unlike many sporting editions, the ride comfort is actually pretty good, shrugging off speed humps nicely, and soaking up potholes with maturity.

The changes to the interior have been already mentioned, and the fact there isn't a drastic difference is a good thing, as the 308 has one of the nicest interiors in the medium car class. If we want to be over critical, the centre console below the touchscreen could do with being cast from softer plastics, and we would prefer the ventilation controls to be separate from the infotainment screen. The relationship between the small steering wheel and raised instruments has caused a stir in some quarters, but we rather like it, finding the position comfortable and multi-adjustable. Up front, there's plenty of leg and headroom, even with the panoramic roof fitted, while in the back, things are a little bit more limited, with taller passengers wishing for more leg,

<b>Fuel tank size/range</b>	53 litres/802 miles
<b>Insurance group/BIK rate</b>	29/19%
<b>Size (length/width with mirrors)</b>	4,585/2,043mm
<b>Boot space (minimum/maximum)</b>	660/1,775 litres
<b>Kerb/max towing weight</b>	1,425/1,400kg
<b>Euro NCAP safety rating</b>	★★★★★ (hatchback tested)
<b>DieselCar rating</b>	★★★★★



**What's Hot** Small steering wheel adds extra agility and sense of fun. Reverse sweep rev counter is neat. Supportive sports seats. Class leading boot capacity. Ride is well judged good. Makes a comfortable long-distance cruiser. Sequential front indicators are great.

**What's Not** No manual gearbox option. The sound generator is overdone when the sport button is engaged. Satellite navigation can be slow to give directions. We wish the ventilation controls were separate from the touchscreen. The plastics used on the centre console should be soft-touch, not hard. Small glovebox due to intrusive fuse box. Rear seat space isn't as generous as some rivals.

**Also consider** SEAT Leon ST FR 2.0 TDI Auto, Volkswagen Golf Estate GTD 2.0 TDI Auto

knee and foot room, especially if the front seat is set at its lowest position. Head space is adequate, but only if the roof blind is opened up fully. We've left one of the best attributes of the 308 SW to last, and that's the amount of cargo carrying space there is. With 660 litres available with the seats up and a massive 1,775 litres with the chairs tipped forwards, this Peugeot has the biggest loadbay in the class, bar none. **D**





## Ford Kuga Titanium X Sport 2.0 TDCi AWD

**T**he race continues for car makers to bring their cars up to the latest emissions standards ahead of the September deadline, and Ford has not only cleaned up the powerplants in its Kuga crossover vehicle, but also given them a power boost too. The flagship engine in the range, as fitted to our test car, now boasts 177bhp – up from 161bhp – and develops 295lb ft of torque – an extra 44lb ft. Acceleration is cut by 0.7 of a second and the top speed rises by 3mph, but remarkably, the official fuel economy figure has been improved to 54.3mpg (up from 47.9mpg) and CO<sub>2</sub> emissions have dropped by 19g/km to 135g/km.

But apart from the new, more eco-friendly engine range, a smattering of new colours and alloy wheels designs, it's business as usual for the Kuga. This means a roomy cabin, with plentiful rear seat space, and leg and foot room in generous supply. Thanks to the flat floor, it's easy for three passengers to sit abreast on the rear bench seat, and while most will find headroom satisfactory, taller passengers may find their hair brushing on the edges of the panoramic roof. Boot space is about average compared to the Kuga's rivals, and is nicely shaped with a wide opening tailgate, with the ability to extend the space further by folding the rear seats, though it's a shame that they don't tumble down totally flat. The driving position is commanding, giving a



<b>Price</b>	£32,045
<b>Made in</b>	Valencia, Spain
<b>Configuration</b>	5-door SUV, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	177bhp @ 3,500rpm
<b>Maximum torque</b>	295lb ft @ 2,000rpm
<b>Top speed/0–62mph</b>	126mph/9.2 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	135g/km (E) Euro 6
<b>Economy (urban/extra urban/combined)</b>	47.1/60.1/54.3mpg
<b>Fuel tank size/range</b>	60 litres/717 miles

good view out all around the car, and aided by the deep windows and standard fit reversing camera. Almost all of the materials used in the cabin are of the soft-touch variety, giving a nicely tactile feel to the interior. The design is attractive, with all of the major controls high up on the dashboard, though the mass of small buttons on the audio system can make it difficult to operate while on the move. The small-sized screen for the satellite navigation screen is also a disappointment, though is actually perfectly positioned just within your eye-line – we would just like it to be bigger, that's all. Space for oddments is decently catered for, with large door pockets, a pair of cupholders between the front seats, along with a good-sized glovebox and central armrest.

The latest 177bhp version of the 2.0-litre TDCi engine is a gem that is quiet and refined, no matter what revs are recorded on the instruments. Even with accelerator buried in the floor, noise is well contained and never raucous. There's plenty of oomph, both from rest and in the mid-range, and the standard stop-start system operates smoothly. Six well-chosen gear ratios allow decent progress, with an action that is creamy. You won't be surprised to hear that the Kuga continues

<b>Insurance group/BIK rate</b>	27/25%
<b>Size (length/width with mirrors)</b>	4,524/2,077mm
<b>Boot space (minimum/maximum)</b>	406/1,603 litres
<b>Kerb/max towing weight</b>	1,702/2,100kg
<b>Euro NCAP safety rating</b>	★★★★★
<b>DieselCar rating</b>	★★★★★



**What's Hot** Good to drive. Hugely absorbent and pliant suspension. Refined engine. Competitive fuel economy and CO<sub>2</sub> emissions. Supportive seats and decent driving position. Gear lever ideally positioned. Spacious interior, particularly for rear seat passengers.

**What's Not** Satellite navigation screen tiny. Audio system has a lot of small sized buttons, which are difficult to navigate around whilst driving. Rear seats don't fold down totally flat. Wind noise at motorway speeds is an annoyance.

**Also consider** Mazda CX-5 2.2 AWD Sport Nav Diesel, Volkswagen Tiguan R-Line 2.0 TDI 4Motion

the trend for great handling cars wearing the blue oval, with well-weighted, agile steering, excellent grip, and while there is some body lean apparent, due to the car's tall stature, it's all kept well in check. Remarkably, despite the 19-inch alloy wheels fitted to our test car, ride comfort is exceptionally pliant, soaking up even the deepest of ruts and potholes with great ability. At motorway speeds the suspension is similarly calm, and only a fluttering from the wind around the windscreen and A-pillars spoils the serenity, though thankfully road noise is neatly contained, even with the large wheels fitted. **D**





## Audi A7 Sportback Black Edition 3.0 BiTDI quattro

**T**he range expansion from premium brands into ever smaller niches continues apace, and when the A7 Sportback was first revealed by Audi back in 2011, there were worries about whether this was a sector too far. A five-door fastback car that is largely based on the A6, but with a price tag that is closer to the A8 luxury car, the A7 has sold more than 2,400 examples each year it has been on sale in the UK, which are respectable figures. Late last year, a revised edition of the car went on sale, sporting a reprofiled front grille, new LED headlights and rear clusters, updated bumpers and wider trapezoidal outlets for the twin exhausts. Inside, there's changes to the décor and upgrades to the infotainment system, and in-car wi-fi for the first time.

Here we test the latest A7 with the most powerful diesel engine in the line-up, the barnstorming 316bhp 3.0-litre twin-turbocharged unit with a mighty 479lb ft of torque. Strong mid-range torque means that there's plenty of overtaking oomph, and the smooth multitronic gearbox has eight steps interlaced. The engine is hushed with no hint of clatter, delivering an intoxicating growl when you work the right hand pedal. The retuned steering has better feel than before, but doesn't give as much fun on backroads as we had hoped. The handling is neat and tidy, with plenty of grip from the quattro all-wheel-drive system, but there's a slight wallow when

<b>Price</b>	£59,080
<b>Made in</b>	Neckarsulm, Germany
<b>Configuration</b>	5-door hatchback, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2967cc, V6, 24-valve, twin-turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	8-speed automatic
<b>Power output</b>	316bhp @ 3,900–4,600rpm
<b>Maximum torque</b>	479lb ft @ 1,400–2,800rpm
<b>Top speed/0–62mph</b>	155mph/5.2 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	167g/km (H) Euro 6

cornering, even though the body stays relatively flat. And while you may expect a limousine-like ride on a car of this ilk and price tag, Audi engineers have given it a firm set-up, not helped by the sizeable 20-inch wheels fitted to the test car. But even so, it manages to remain relatively comfortable on all but the heavily rutted of roads. And those large wheels have another downside, too, as they serve up far too much road and tyre noise, though thankfully any sounds from the wind is kept nicely muted.

There's only one word that can adequately describe the cabin of the A7, and that's exquisite. The designers have done a great job in providing a stylish interior, coupled with top-notch, beautifully finished materials. The supportive seats are hugely comfortable, with lots of adjustable available to gain a perfect driving position that is set low, yet commanding. The instruments are a model of clarity, and all of the controls are logically arranged for ease of use. A rotary dial operates the infotainment system, and the screen pops up electrically every time you start the car. Oddment space is well catered for, with a variety of differently sized storage areas, and space for

<b>Economy (urban/extra urban/combined)</b>	37.2/50.4/44.8mpg
<b>Fuel tank size/range</b>	73 litres/719 miles
<b>Insurance group/BIK rate</b>	45/31%
<b>Size (length/width with mirrors)</b>	4,974/2,139mm
<b>Boot space (minimum/maximum)</b>	535/1,390 litres
<b>Kerb/max towing weight</b>	1,895/2,100kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★★



**What's Hot** Strong performance. Grippy in bends. Silky engine. Lovely positioned infotainment screen. Beautifully finished, with plush materials. Crystal clear instrumentation. Supportive seats. Hatchback arrangement boosts practicality. Impressive long distance motorway tool.

**What's Not** Stop-start system can be intrusive. Excessive road noise. The hard plastic seat backs bruise knees when getting in or out. Taller passengers will desire more headroom. Substantial transmission tunnel limits rear space to a two-seater. Over the shoulder visibility is limited. No rear wiper.

**Also consider** BMW 640d M Sport Gran Coupe, Mercedes-Benz CLS 350 BlueTec AMG Line

front seat passengers is pretty good. In the back, taller passengers may find that their hair is brushing the headlining, due to the sloping roof, but generally leg room is alright. The fastback rear end means that the A7 is pretty versatile, though outright space isn't as generous as you would expect due to a shallow boot area. The opening is quite high, too, but the rear space can easily be extended by folding the rear chairs down flat. **D**







## Volkswagen Scirocco GT 2.0 TDI Automatic

**E**arlier this year, we tested the 148bhp edition of the revised Scirocco, and now we've managed to get hold of the more powerful 181bhp 2.0-litre TDI version, paired to the six-speed DSG twin-clutch automatic transmission. Just to recap, the Scirocco has been given a fresh look by VW, with a front bumper treatment that mirrors the blades of the Golf GTi, together with refreshed headlights, bumpers and tail lights. Euro-6 emissions compliant engines join the range in 148 and 181bhp power outputs and inside the instruments have been given a makeover, including a set-of dials that pay homage to the original 1974 Scirocco.

The combination of the most powerful diesel engine and the DSG automatic transmission is a dream, with serious pace on offer. The super quick gear changes allow the driver to make great use of the power on offer, with pull in the mid-range particularly punchy. There's the option of swapping cogs using the paddleshifts for extra involvement, but we think it is best when the car is left to its own devices. The engine itself is quiet and refined, but an added sound generator adds a deeper, throatier growl to appeal to buyers that like like a meatier sound to their hot hatches. There's a touch of wind noise to go alongside, but the big problem with the Scirocco is that there's lots of road and tyre noise that intrudes into the cabin. On a back road, there's entertaining handling



<b>Price</b>	£27,805
<b>Made in</b>	Palmeral, Portugal
<b>Configuration</b>	3-door coupé, 4-seats, front-wheel-drive
<b>Drivetrain</b>	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed twin-clutch automatic
<b>Power output</b>	181bhp @ 3,500–4,000rpm
<b>Maximum torque</b>	280lb ft @ 1,750–3,250rpm
<b>Top speed/0–62mph</b>	142mph/7.5 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	125g/km (D) Euro 6
<b>Economy (urban/extra urban/combined)</b>	50.4/65.7/58.9mpg

thanks to precise, agile steering and lots of grip. There's very little body lean in bends, feeling nicely controlled no matter how fast you throw it into a corner. Ride comfort of our test car was adjustable thanks to fitment of optional dynamic chassis control, with the best balance found in 'comfort' mode, which still had a firm, sporting edge, but rounded off sharper jolts from the potholes and deep ruts. 'Sport' mode sent too many shocks into the cabin and 'normal' doesn't offer the cushioning that comfort mode allows.

Apart from the extra instrument pod atop the dashboard, little has changed compared to before. And that's just fine, as the Scirocco has always had a nice quality cabin, crafted from fine soft-touch materials. It looks stylish, and elements like the triangular door pulls and centre console look great. All of the major controls are located high up for ease of use, and it's easy to get a comfortable driving position thanks to plenty of adjustment to both the seats and steering wheel. The seats hug your frame nicely, offering excellent lateral support, and though it's a sports car, headroom up front is pretty decent. Even in the back, where in most rivals it would be a no-no for adults, we managed to travel four

<b>Fuel tank size/range</b>	55 litres/713 miles
<b>Insurance group/BIK rate</b>	29/23%
<b>Size (length/width with mirrors)</b>	4,256/2,080mm
<b>Boot space (minimum/maximum)</b>	312/1,006 litres
<b>Kerb/max towing weight</b>	1,418/0kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★




**What's Hot** Quick, with lightning fast gear changes. Excellent grip. Good fun on back roads. Easy to use satellite navigation system. Great quality materials. New instruments pay homage to the original. Holds its value well.

**What's Not** Too much road noise intrudes into the cabin. Boot loading sill far too high. Golfers won't manage to fit a set of clubs in without tipping the rear seats. Long doors mean access in tight parking spaces is difficult. Tight rear headroom. Poor rearward vision, and the rear view mirror is stupidly small.

up with only the tallest passenger saying he wished there was more headroom in the back. Generally you don't expect much of a boot in coupés, but the Scirocco manages 312 litres, which is good, but you've got a high loading sill to lift luggage over, though. The area can be extended further by folding the rear chairs down in a 50:50 split arrangement, and owners will need to use them if they want to carry bulkier items or even a set of golf clubs. Rear visibility is a challenge due to a ridiculously tiny rear view mirror and the coupé roofline, but thankfully parking sensors are fitted as standard to our GT models. **D**



# MEET THE FLEET

It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. It's the time when annoying niggles are discovered or reasons why a particular car is better than the opposition. Our test team scrutinise every aspect of our fleet of long-term test cars, delivering our verdict over a six to twelve month test period. If there's a car that you would like to see on test, drop the editor a line at any of the usual addresses. We would also love to hear from you if you're running a similar model – it's always great to compare notes and get reader feedback. 

## OUR CARS



### FORD MONDEO ESTATE

Titanium 2.0 TDCi PowerShift  
Ian Robertson



### SEAT LEON X-PERIENCE

2.0 TDI DSG Automatic  
Sue Baker



### AUDI A4 AVANT

SE Technik 2.0 TDI ultra  
Richard Dredge



### KIA SOUL

Maxx 1.6 CRDi  
Peter Cracknell



### VOLVO V40 CROSS COUNTRY

D4 SE Nav Geartronic  
Simon Hacker



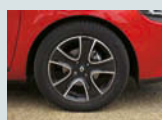
### PEUGEOT 308 SW

Allure 1.6 BlueHDi 120  
Mathew Wright



### CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic  
Gavin Braithwaite-Smith



### RENAULT CLIO

Dynamique MediaNav dCi 90  
Alan Anderson





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## Ford Mondeo Estate Titanium 2.0 TDCi Automatic

There's been plenty of pacing up and down while waiting for the latest addition to the Diesel Car long-term test fleet to turn up.

**Ian Robertson** welcomes the new Ford Mondeo into the fold.

**T**he latest Mondeo has to be one of the most eagerly awaited cars of all time. Having first been unveiled as the Ford Fusion at the Detroit motor show in January 2012, it took almost three years to arrive in UK showrooms. The extra-long gestation period occurred because of the need to rationalise Ford's European production facilities, with the firm's Genk plant in Belgium closing down, and production of the Mondeo shifted to the Valencia plant in Spain. Lengthy legal work meant that the Mondeo went on sale 18 months later than it should have. Thankfully the delays are in the rear view mirror, and the extra time allowed Ford's engineers to spend more time fettling the car for Europe.

Few people will disagree that the Mondeo is a fantastic looking car, with many drawing parallels with James Bond's wheels of choice, Aston Martin. Whatever your opinion, it turns the large car into one of the most distinctive designs on the road, from the front at least. Move to the rear and you would be hard pressed to conclude that the styling was anything but Mondeo, with the latest design very caricature-like, in a good

way you understand.

Regular readers will remember that we ran an example of the last generation Mondeo back in 2012, but this time around we have opted for the extra carrying capacity that the estate bodystyle offers. Open the tailgate and the amount of space on offer is vast, though strangely not quite as cavernous as the last generation car. In a world where big is beautiful and each model grows in size compared to the generation before it, the loadbay of this latest Mondeo has actually shrunk, with the luggage room 49 litres less with the seats up, and a reduction of 135 litres with the chairs folded. That's not going to bother us one iota, but it could be a barrier for someone that is

upgrading from the old model to the new.

Another oddity with the new Mondeo range is the decision to slim the range down to just three trim levels (ignoring the Vignale flagship for one moment). The new line-up consists of Style, Zetec and Titanium, with those seeking even more equipment offered a Titanium X pack for £2,000, which encompasses LED headlights, leather upholstery, rear privacy glass, electric and heated seats and keyless entry. We opted for this pack, along with a few other choice options, but a friend who was recently looking to replace his previous generation Mondeo Titanium X Business Edition wasn't allowed to choose any optional extras, and so rather than choose a car that had less

features than the car he was replacing, he opted for a fully kitted out Vauxhall Insignia Elite for his next company car instead. The take it or leave it specification is a common trend in the fleet market, and here's hoping that Ford hasn't made a schoolboy error when mapping out the Mondeo line-up.

The Ruby Red paintwork looks stunning in bright sunshine and really sets the chromework off nicely. It is, however, quite







## FORD MONDEO ESTATE

Titanium 2.0 TDCi Automatic

### WHAT'S HOT



I love the Ruby Red paintwork, it looks fantastic when the sun shines.

### WHAT'S NOT



Although 17-inch in size, the wheels look a little on the small side from some angles.

expensive at £795, though admittedly there is a large area to paint. Other options include the panorama roof, which opens electrically, an automated parking system, and a rear view camera to help reversing this Goliath of a car into tight spots. On the safety front, we just had to choose the inflatable rear seatbelts – a world first in the Mondeo – as well the extra reassurance of a blind spot monitoring system and active city stop, which is an autonomous emergency braking system. And so that we can get away

Few people will disagree that the Mondeo is a fantastic looking car, with many drawing parallels with James Bond's wheels of choice, Aston Martin.

the electric rear tailgate and an uprated Sony-branded audio system with 12-speakers. I must confess to being a bit of an audiophile and have an ear for appreciating good quality equipment, and so it will be interesting to see if I think the extra £450 was a wise investment.

**Ian Robertson** 

over the summer, we ticked the box for the tow bar that rather usefully incorporates trailer sway control, to stop the caravan snaking on the motorway. Completing the goodie count is

#### Standard equipment:

17-inch alloy wheels with 235/50/R17 tyres with space saver spare wheel  
60/40 split/fold rear seat  
Anti-lock brakes with electronic brakeforce distribution and brake assist  
Automatic headlights with auto high beam  
Auto-dimming rear view mirror  
Bluetooth mobile phone connectivity  
Cruise control with speed limiter  
DAB digital radio with eight-inch touchscreen, twin USB sockets and steering wheel controls  
Driver drowsiness detection  
Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch  
Dual-zone climate control  
Electric and heated mirrors with power folding  
Electric park brake  
Electric windows front and rear  
Electronic stability control and traction control  
Heated front windscreen  
Hill start assist  
Front fog lights  
Lane keeping aid  
Leather steering wheel and gear knob  
Load management system  
Rain sensor  
Remote central locking  
Roof rails  
Satellite navigation  
Thatcham category one alarm system

Traffic sign recognition

Tyre pressure monitors

#### Optional equipment fitted to test car:

Active city stop (£200)  
Active park assist – front and rear parking sensors with parallel and perpendicular parking system (£545)  
Blind spot monitoring system (£500)  
Inflatable rear seatbelts (£175)  
Manually retractable tow bar with trailer sway control (£750)  
Panorama roof (£900)  
Power tailgate (£400)  
Rear view camera (£250)  
Ruby Red special metallic paint (£795)  
Sony DAB audio touchscreen navigation with 12-speakers (£450)  
Titanium X Pack including 10-way driver and passenger power heated seats (driver seat with memory), Ford dynamic LED headlights, keyless entry, leather seats and privacy glass (£2,000)



Price when new	£26,415
Price as tested	£33,380
Colour	Ruby Red
Made in	Valencia, Spain
Configuration	5-door estate, 5-seats, front-wheel-drive
Drivetrain	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed twin-clutch automatic
Power output	148bhp @ 3,500rpm
Maximum torque	258lb ft @ 2,000–2,500rpm
Top speed/0–62mph	129mph/10.0 secs
CO <sub>2</sub> emissions (tax band)	128g/km (D) Euro 6
Economy (urban/extra urban/combined)	52.3/62.8/57.7mpg
Economy (on test)	42.2mpg
Fuel tank size/range	63 litres/793 miles
Insurance group/BIK rate	23/23%
Size (length/width with mirrors)	4,867/2,121mm
Boot space (minimum/maximum)	500/1,605 litres
Kerb/max towing weight	1,601/2,000kg
Euro NCAP safety rating	★★★★★
Arrived	13th May 2015
Mileage	414 miles
Costs	None
Faults	None





## SEAT Leon X-PERIENCE SE Technology 2.0 TDI DSG Automatic

Time for change, and an interesting newcomer to the long-term fleet is this four-wheel-drive SEAT Leon X-PERIENCE. **Sue Baker** sharpened her elbows to bag the keys.

**G**ood times are here for SEAT. You may have noticed more of the S-badged cars on the roads recently. Last year the Spanish car maker's UK sales tally rose by 18 per cent to 53,512 units, which was healthy exceptional growth for the southernmost member of the Volkswagen Group of car brands. Much of that surge was thanks to the Leon range, enjoy(neer)ing – to adapt an old brand slogan – a 50 per cent popularity jump with British buyers.

The Leon range was very recently extended to include a new halo model, the X-PERIENCE. It's an interesting car and we have grabbed one of the first examples for extended appraisal. This handsome estate car comes with chunky styling, four-wheel-drive, a slightly elevated ride height, a 2.0-litre diesel engine and either a six-speed manual or six-speed DSG twin-clutch auto gearbox. We have gone for the latter, which includes steering wheel-mounted paddles to operate it manually when the mood suits. SEAT styling has gone sharper and more chiselled of late, in line with the current industry trend, and the Leon is a prime example. The slickly sliced edges particularly suit the long body line of the estate,

and I reckon this is a good-looking car from all angles. It rides 15 millimetres higher than other Leons, and has some added styling cues to enhance practicality and toughen the look. There's a protective moulding running all the way around the lower level of the car, together with extended wheel arches, tougher sills and deeper bumpers.

Our car is in a chic shade of metallic Technic Grey. It suits the shape, but inevitably makes the car hard to spot in a crowded car park. I'm a bit of a sucker for cheerfully coloured cars, in a bright shade that stands out in busy parking places. However, our Leon's three-years-down-the-line residual value will benefit

from the popular, business-like colour choice of a deep gunmetal shade. The car's standard on-the-road price is £28,870, and this SE Technology model comes packed with a very long list of standard kit, including leather and Alcantara sports seats, seven airbags, lots of electronic safety aids, dual-zone climate control, satellite navigation with a 5.8-inch touchscreen, automatic lights and wipers, and all the connectivity that we tech-savvy drivers now demand in our cars. According to SEAT's marketers, all the extra kit on this SE Technology version amounts to £3,000 in value, but is charged at only £1,900 above the standard SE trim. There are a few extras on our

car. Metallic paint adds £530, and there are four other options added to the specification: adaptive cruise control with front assist, SEAT's 135-watt, six-channel, ten-speaker sound system with a boot-mounted sub-woofer, and rear side airbags that increase the total airbag tally to nine, and finally a divider net for the boot space.

The Leon's chassis is underpinned by the acclaimed MQB modular structure that is found in the latest generation of Volkswagen Group cars, including





## WHAT'S HOT



The X-PERIENCE badge tells you it's the four-wheel-drive Leon, with extra traction for slippery conditions or trekking along forest tracks.

## WHAT'S NOT



The colour. It's Technic Grey metallic, which is smart and suits the car, but makes it hard to spot in the endless sea of grey and silver in car parks.

Price when new	£28,870
Price as tested	£30,615
Colour	Technic grey metallic
Made in	Martorell, Spain
Configuration	5-door estate, 5-seats, four-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
Transmission	6-speed twin-clutch automatic
Power output	181bhp @ 3,500–4,000rpm
Maximum torque	280lb ft @ 1,750–3,000rpm
Top speed/0–62mph	139mph/7.1 secs
CO <sub>2</sub> emissions (tax band)	129g/km (D) Euro 6
Economy (urban/extra urban/combined)	50.4/62.8/57.6mpg
Economy (on test)	45.7mpg
Fuel tank size/range	55 litres/697 miles
Insurance group/BIK rate	23/23%
Size (length/width with mirrors)	4,543/1,975mm
Boot space (minimum/maximum)	587/1,470 litres
Kerb/max towing weight	1,529/1,600kg
Euro NCAP safety rating	★★★★★ (Leon 5-door hatchback tested)
Arrived	1st April 2015
Mileage	771 miles
Costs	None
Faults	None



the Golf, Audi A3 and Skoda Octavia. The Leon X-PERIENCE is equipped with four-wheel-drive and features a Haldex clutch system, now in its fifth generation, which diverts some of the power to the rear

axle when conditions require it. This is a best-of-both-worlds scenario, with the car running in front-wheel-drive mode most of the time to maximise fuel consumption and keep CO<sub>2</sub> emissions lower than if four-wheel-drive were permanently engaged. Then in circumstances where all-round traction is called for – when the going gets slippery, or the car is unusually heavily laden – the ‘permanently on demand’ four-wheel-drive system (‘4Drive’ in SEAT

...our Leon's three-years-down-the-line residual value will benefit from the popular, business-like colour choice of a deep gunmetal shade.

needed to boost gripiness.

Over the coming months, I plan to take the car on country forays to explore the system's efficiency. As my son and daughter-in-law recently moved to the depths of rural Somerset, slippery treks are likely to be fairly routine on upcoming West Country visits. I'll be interested to see how the car copes, as one of the newest lifestyle soft-roaders on the market.

**Sue Baker** 

### Standard equipment:

18-inch alloy wheels with 225/45/R18 tyres and space-saver spare wheel  
60/40 split/fold rear seats  
Alarm system  
Anti-lock brakes with brake assist  
Auto-dimming rear view mirror  
Automatic headlights  
Automatic post-collision braking system  
Cruise control  
DAB digital radio with eight speakers, 5.8-inch touchscreen, iPod connection and steering wheel controls  
Drive profile selector  
Driver, passenger, side, head and driver's knee airbags with front passenger de-activation switch  
Dual-zone climate control  
Electric and heated mirrors with power folding  
Electric windows front and rear  
Electronic differential lock system  
Electronic stability control  
Four-wheel-drive system  
Front fog lights  
Full-LED headlights with daytime running lights  
Hill hold control  
Isofix child safety seat fasteners for rear outer seats  
Leather/Alcantara upholstery  
Leather steering wheel and gear knob  
Rain sensor

Rear parking sensors  
Rear privacy glass  
Remote central locking  
Roof rails  
Satellite navigation  
Steering wheel mounted paddleshifts  
Traction control  
Tyre pressure monitors

### Optional equipment fitted to the test car:

Adaptive cruise control with front assist (£505)  
Divider net (£155)  
Metallic paint (£530)  
Rear side airbags (£300)  
SEAT sound system (£255)





## Audi A4 Avant SE Technik 2.0 TDI ultra

**Diesel Car's resident Audi fan welcomes one of the latest additions to the long-term fleet. Give a round of applause for the A4 Avant ultra.**

**T**here were snorts of derision emanating from near my desk recently, just an hour before my new Audi A4 avant rolled onto the drive. The results of a survey of 5,000 people claimed that Audi is the most aspirational car brand available, with the German marque proving massively more popular than 'alternatives' such as Ferrari, Lamborghini and Aston Martin. This all sounded pretty unlikely to me, but then I thought about it and actually, maybe it's not so fanciful after all. As a motor noter, I'm constantly asked what car I'd buy if money was no object – and the answer is an RS 6 (with one of those nasty petrol engines!) But in the real world, it's an A4 Avant 3.0 TDI quattro that's the object of my affections. With space, build quality, refinement and muscle aplenty, there's also a standard four-wheel drive system to get the ample power down. And if you don't get carried away with all those horses, the fuel bills won't break the bank either. What's not to love?

Sadly my new Audi doesn't have a 3.0-litre engine or quattro all-wheel drive, but it does

have economy, plenty of grip. And most important of all, it has a spacious load bay that'll swallow my bike when I go cycling in the wilds of Wales for the weekend. Indeed, the timing of the test is spot on; from the start of March until the end of August takes in most of the outdoors season, so the A4 Avant will be ideal for carting my walking, camping and biking gear all over the country.

You could be forgiven for wondering why we've got an Audi A4 Avant in only now, when there's an all-new model just around the corner. The answer is simple; we want to see how a car fares in everyday use, once

it's in the twilight of its years. Having won a twin test against the all-new Mercedes-Benz C-Class last year (albeit in saloon form), it's clear the A4 is still an accomplished compact exec – but will we feel the same way about it after six months living with one? Time will tell...

We didn't really have to choose our spec as such; it chose itself as this is the fleet buyer's favourite engine and trim – and let's face it, the A4 is a darling of the company car driver. The 2.0-litre TDI engine is a variation of the unit that arrived a decade ago and which has provided such sterling service across a huge array of Volkswagen

Group models, from the Golf and Octavia to the Leon and TT. Of course it's been tweaked, uprated, adopted common-rail injection and selective catalyst reduction over the years, but here it's rated at just 114g/km of CO<sub>2</sub> and capable of 64.2mpg, which isn't bad for a car that tips the scales at a not-so-featherweight 1,600kg (including a reasonably featherweight driver).

In a bid to maximise fuel economy, there's no automatic option for the A4 Avant ultra,





## WHAT'S HOT



Audi's Multi Media Interface (MMI) has long been a model example of how to control a multi-media system; it's incredibly intuitive.

## WHAT'S NOT



The A4 comes with cruise control as standard, but the control is out of sight, hidden behind the steering wheel.

Price when new	£30,920
Price as tested	£32,820
Colour	Floret silver metallic
Made in	Ingolstadt, Germany
Configuration	5-door estate, 5-seats, front-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	161bhp @ 3,000-4,200rpm
Maximum torque	295lb ft @ 1,750-2,750rpm
Top speed/0-62mph	134mph/8.6 secs
CO <sub>2</sub> emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	55.4/70.6/64.2mpg
Economy (on test)	43.4mpg
Fuel tank size/range	63 litres/890 miles
Insurance group/BIK rate	27/20%
Size (length/width with mirrors)	4,699/2,040mm
Boot space (minimum/maximum)	490/1,430 litres
Kerb/max towing weight	1,600/1,300kg
Euro NCAP safety rating	★★★★★ (pre-facelift saloon tested)
Arrived	17th March 2015
Mileage	692 miles
Costs	None
Faults	None



so our car comes with the only transmission available – a six-speed manual. Our car also isn't packed with optional extras; the value of some

press cars can be doubled by the time all of the extras have been taken into account. Not here though; we've swollen the asking price by less than ten per cent, sticking with some of the most popular additions for those eager fleet buyers.

I'd personally forego the heated seats, but the car does come with an excellent

...we want to see how a car fares in everyday use, once it's in the twilight of its years.

DAB digital radio, a terrifically user-friendly navigation system, along with 17-inch alloy wheels. If I had that bigger engine, the car would sit on 18-inch wheels, but A4s to ultra specification have to make do with the smaller rims – which suits me fine, because as it is, I reckon the car looks good, handles well and the ride is pretty much spot on too. I'm looking forward to the next six months with it in my care.

**Richard Dredge** 

### Standard equipment:

17-inch alloy wheels with 225/50/R17 tyres with space-saver spare wheel  
60:40 split/folding rear seats  
Auto-dimming rear view mirror  
Automatic headlights  
Bluetooth mobile phone connectivity  
Cruise control  
DAB digital radio/CD with 6.5-inch colour screen, ten speakers, subwoofer, auxiliary and USB sockets, with steering wheel controls  
Driver, passenger, side and head airbags with passenger de-activation switch  
Driver drowsiness detection system  
Electric and heated mirrors  
Electric park brake  
Electric windows front and rear  
Electrically operated tailgate  
Electronic stability programme  
Front fog lights  
Isofix child safety seat fasteners for front passenger seat and rear outer seats  
Leather steering wheel  
Leather upholstery  
Limited slip differential  
Parking sensors front and rear  
Rain sensor  
Roof rails  
Satellite navigation  
Sports suspension lowered

by 20 millimetres  
Thatcham category one alarm system  
Traction control  
Tri-zone climate control  
Tyre pressure loss indicator

### Optional equipment fitted to test car:

Audi drive select (£220)  
Audi hill-hold assist (£65)  
Audi parking system advanced (£340)  
Door mirrors – electrically folding and auto-dimming (£290)  
Electric lumbar support (£235)  
Heated front seats (£300)  
Metallic paint (£0)  
Mobile telephone preparation – High with Audi Connect (£350)  
Three-spoke multi-function steering wheel (£100)





## KIA SOUL

Maxx 1.6 CRDi

Arrived	4th March 2015
Mileage	2,637 miles
Fuel Consumption	56.5mpg (official combined) 47.9mpg (on test)
Costs	None
Faults	None

I'm not used to this. If you drive a Lamborghini or something of that ilk, you probably expect pedestrians to turn their heads and stare, but driving a Kia Soul it's a surprise. That, however, is what they do. The combination of a strong colour and eye-catching black plastic mouldings does the trick. Shortly before our Soul arrived, we'd looked over a plain white one, and both my wife and daughter considered it not a memorable car. The colour and design of our Maxx-trimmed test car, however, has completely changed their opinion, and both are impressed.

As the Maxx is the range-topper of the Soul models, you'd expect a high level of equipment and gadgetry. One aspect of it that has pleased me is the door mirrors. These are seriously large, with a size of around 17 x 14 centimetres, so view to the rear is as good as you could want. As for controlling them, it's all electric of course, but unlike the vast majority that do half the job, the Soul gives the user ultimate choice. Naturally you can adjust them up, down and sideways, but you can also fold them in when parking in a

tight spot, for instance. Most usefully, you can choose whether to have them automatically folding in when locking the car, as I do, but if for some reason you don't want that assistance, then it can be turned off, thus leaving them unfolded when the car is locked. Well done Kia, you're ahead of the pack here.

One of the main reasons for buying a crossover vehicle is the feeling of security that owners get from the high driving position. It's not a thing that worries me a lot, but I know many drivers are keen on the extra degrees of vision they get from sitting tall. My wife is the latest convert to the cause, for as soon as she drove the Soul she complemented the driving position, and also praised the ease and lightness of all the controls. Gear change, steering and the ability to toddle along in sixth gear at remarkably low speed all got the thumbs up.

But then she turned the engine off, and like me winced at the irritating chime that accompanied the action. There's a different chime to reward you for getting in and closing the driver's door, and more

sensibly there's another for leaving a door open, but it's the switch-off one that really grates, mostly because it definitely won't sit well with whatever you had on the radio. The tune itself isn't unpleasant – if you've got a suitable instrument you can play it for yourself from our reproduction of the score – but it's just unnecessary; one of those technological steps too far.

**Peter Cracknell**

## WHAT'S HOT



Door mirrors offer wide and high view, and the control is comprehensive.

## WHAT'S NOT



Chimes – this is the switch-off one – are irritating







## VOLVO V40 CROSS COUNTRY

### D4 SE Nav Geartronic

Arrived	1st October 2014
Mileage	14,554 miles
Fuel consumption	65.7mpg (official combined) 44.3mpg (on test)
Costs	None
Faults	Temporary satellite navigation failure

**S**o this is how the other half drive. As in those who don't have to spend an hour assembling the cast of Ben Hur for a trip round the block. With the seat still warm from the thorough test drive it has experienced at the mercy of Richard Dredge, the Editor has passed me the keys of our long term V40 for a short duration. During this time, I suspect he will be attempting to find me something to calm me back down again. Whatever it turns out to be, it had better be seriously dull. The last five years of trialling for the magazine, given that fatherhood has confined me to nothing more exciting than the odd MPV with mild body sculpting, has (I now realise) left me with a pent-up desire for a diesel car that really delivers. And here it is. Unless you farm for a living, diesel and performance are of course strangers no more, but there is genuine culture shock in store for any dieselist dads (or mums) who step into this hot machine.

I will, however, try to be as concise as our publishing schedules allow if I'm going to portray the reality of V40ing. So let's cut to its key manifesto promise: sock-it-to-em thrust with no obvious trade off in luxury and economy. A promise kept? Yes... and no. This V40 is a Volvo on Viagra, getting all

theatrical from just 1,500rpm and scything through its eight-speed gearing to reach 62mph in just 7.5 seconds. That's a photo finish with a Ferrari Dino 206 GT. Okay, the Ferrari was a 1968 model, but you get my point. And while the suspension doesn't shield you from the sensation of speed, the ride calmly cossets, nonetheless. Sadly the alchemy of power without fiscal drawbacks is just that: as Mr Dredge repeatedly found, a low-40s per gallon readout is hard to avoid, signifying GHB for your wallet when viewed against the 65.7mpg boasted for the manual version. A month down the road, I have boosted this car's figure by... a paltry 1mpg, though I attribute that failure more to dreams of a Dino 206 GT than the car's ultimate potential. Being sensible, I may just squeeze a tad more.

Away from the steering wheel, the V40 is proper premium; an upmarket experience from any seat you pick. But that doesn't necessarily mean it's perfect. For starters, that svelte coupé-wannabe shape translates into a confined experience generally, while the sadistically low rake of the A-pillar and windscreen is a triumph of style over health and safety. So far, the self-kosh tally for me and my wife is one apiece. Further niggles are just that: the rear seat is in all reality just for two, the raised loading lip in the luggage area is a grunt, and tuning the digital radio triggers a cold sweat of technophobia. Unlike the other bands, it refuses to work remotely from the steering, providing good cause to type words that wouldn't be decent in a family magazine. Despite all that though, I'm still excited to be running it.

**Simon Hacker**

## WHAT'S HOT



Being not German, and proving a posh hatch can be conceived north of Schleswig-Holstein.

## WHAT'S NOT



That A-pillar: get in too quickly and you may be going direct to A&E.







## Peugeot 308 SW Allure 1.6 BlueHDi 120

As the sun sets on eight months with Peugeot's European car of the year, **Mathew Wright** reflects on how the load lugging 308 has changed his perception of French cars for good.

**E**ven though I've only had the cargo-carrying Peugeot on my driveway for a couple of months, it's time to wave a fond farewell. And it is very fond, as I've been impressed way beyond what I imagined I would be. Being part of the web team at Diesel Car, I don't actually get let out very often, and so when I was told that I would be running this Peugeot for a few months, I'll be honest, it didn't exactly set my heart racing. I've never owned a French car before, and the image of reliability issues and electrical problems may well be an unkind stereotype, but I've never been brave enough to buy one myself to see if the stories are true.

A couple of months behind the wheel of Peugeot's mid-sized estate car and nothing could be further from the truth. Friends will now hear me eulogising about the 308's virtues, and there's a lot to get excited about. The 1.6-litre BlueHDi 120 engine is one of the most impressive aspects of the car, as it feels so much quicker than the on-paper figures suggest. It's smooth, refined and incredibly flexible, and all aided by the slick shifting six-speed manual transmission. Ride comfort is impressive, no doubt aided by the

small diameter 16-inch alloy wheels, and grip from the Michelin tyres, especially in the wet, is second-to-none. I'm disappointed that we haven't got closer to the official combined fuel economy figure of 85.6mpg, but I really didn't expect to. With a wife that drives like Lewis Hamilton, and plenty of urban, stop-start journeys ferrying around the kids, it's inevitable that this kind of motoring won't be the most economical. But an average this month of 52.3mpg, with a heavy right foot, is pretty damn good in my eyes.

With a pair of rugrats to cart around, spaciousness is a huge advantage, and that 660-litre loadbay has been used to the max. Apart from trips to Ikea and the odd boot sale,

it's coped with everyday family life incredibly well. Fold the rear seats down and it opens up to a huge 1,775 litres, which not only trumps every medium-sized estate car on the market, but also many from the class above, including the enormously proportioned Ford Mondeo Estate. It's a shame though that some of the outright cargo carrying capability wasn't sacrificed for a little more rear legroom. Despite sitting on a longer wheelbase that is eleven centimetres longer than the hatchback, there's still a shortage of rear space. With my two-year old son Jenson in his car seat, I can feel his feet prodding me in the back, and I'm not exactly tall. Maybe the packaging issues are something that can be sorted out in a future facelift.

Our 308 SW came in Allure specification which is middle-of-the-road in terms of model hierarchy, sitting just below GT Line trim, but above the base line Access derivatives and mid-range Active versions. And yet it comes packed with hi-tech equipment as standard, including sensational LED headlights that deliver excellent pure white light at night. Other kit usually resigned to the options list on other cars is the satellite navigation







## PEUGEOT 308 SW

Allure 1.6 BlueHdi 120

### WHAT'S HOT



The boot is nothing short of cavernous, and the largest in its class.

### WHAT'S NOT



While we realise that the smaller 16-inch alloy wheels are there to aid fuel economy, we can't help feeling that they look puny and are dwarfed in the wheelarches.

system with 9.7-inch touchscreen, including a rear reversing camera that is handy in tight spaces. Just don't expect it to be much use at night, as the picture is nothing short of awful and really needs a light to shine the way. In common with many modern cars, there's no CD player anymore, and instead there's all manner of connectivity options, including the ability to connect your smartphone by Bluetooth, stream music, or plug in a memory stick to play MP3s. Sound quality is excellent and puts the system in our own Ford Focus ST to shame. In common with many modern touchscreens, fingerprints are a problem, and if you're particularly OCD about it, you'll be wiping them away all

With a pair of rugrats to cart around, spaciousness is a huge advantage, and that 660-litre loadbay has been used to the max.

day. Other niggles include the stalk for the cruise control being hidden by the steering wheel and a metal gear knob that gives you frostbite in the winter, and scalds you in the summer months.

When the winner of the 2014 European Car of the Year title was announced last year, there were more than a few surprised faces. None more so than the top brass at Peugeot when it was revealed that the 308 had taken the top spot. But having been someone that didn't really get French cars before, and having been won over by the 308 SW in just a few short weeks, I can now see why the judges came to that conclusion.

**Mathew Wright**

#### Standard equipment:

16-inch alloy wheels with 205/55/R16 tyres with space saver spare wheel  
60:40 split/fold rear seats  
Anti-lock brakes with electronic brake force distribution and brake assist  
Automatic headlights  
Auto-dimming rear view mirror  
Bluetooth mobile phone connectivity with audio streaming  
Cruise control and speed limiter  
DAB digital radio with 9.7-inch touchscreen, USB socket and steering wheel controls  
Driver, passenger, side and head airbags  
Dual-zone climate control  
Electric and heated mirrors with power folding  
Electric park brake  
Electric windows front and rear  
Electronic stability programme  
Front and rear parking sensors with rear camera  
Front fog lights  
Full-LED headlights  
Hill start assist  
Leather steering wheel  
LED daytime running lights  
Rain sensor  
Remote central locking  
Roof rails

Satellite navigation  
Thatcham category one alarm system  
Traction control

#### Optional equipment fitted to the test car:

Black Mistral Nappa leather sports style heated front seats (£1,200)  
Boot load restraining net (£150)  
City park with blind spot monitoring (£400)  
Driver assistance pack – Dynamic cruise control, emergency collision alert system and emergency collision braking system (£450)  
Metallic paint (£525)  
Panoramic cielo glass roof with interior blind (£500)



Price when new	£21,645
Price as tested	£24,870
Colour	Rioja red
Built	Sochaux, France
Layout	5-door estate, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	118bhp @ 3,500rpm
Maximum torque	221lb ft @ 1,750rpm
Top speed/0-62mph	121mph/12.1secs
CO <sub>2</sub> emissions (tax band)	88g/km (A) Euro 6
Economy (urban/extra urban/combined)	78.4/88.3/85.6mpg
Economy (on test)	52.3mpg
Fuel tank size/range	53 litres/998 miles
Insurance group/BIK rate	24/16%
Size (length/width with mirrors)	4,585/2,043mm
Boot space (minimum/maximum)	660/1,775 litres
Kerb/max towing weight	1,475/1,300kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
Date arrived	19th September 2014
Mileage	11,392 miles
Costs	AdBlue top-up (£9.99)
Faults	Broken battery cover





## CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic

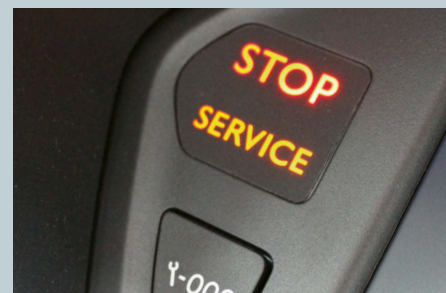
Arrived	10th September 2014
Mileage	17,317 miles
Fuel consumption	61.4mpg (official combined) 43.8mpg (on test)
Costs	£426.22 (two front tyres), £157.46 (20,000 mile service and AdBlue)
Faults	Keyless entry system not recognising that the key was in the car. Touchscreen randomly shutting down. Errant warning lights and messages.

## WHAT'S HOT



The engine has loosened-up in the past month, and feels noticeably quicker as a result.

## WHAT'S NOT



The warning lights and messages. Too much information, Citroën, too much.

A trip to a certain warehouse selling Swedish flat pack furniture and meatballs isn't my idea of fun, especially when the nearest store is over 100 miles away. I find it's best to go with a plan and under no circumstances should you steer away from it. The whole process should be completed in military fashion – get there, go in, find what you want, get out. Some pre-planning is probably a good idea, too. Like checking to see if the furniture (or bits of furniture) will actually fit inside the car. Only we didn't. We just winged it.

This could have been a big problem. In fact, the safest thing would have been to take our Isuzu D-Max – a vehicle that can swallow a small island and still have room to spare. But sorry, the thought of spending a couple of hours on the motorway in a D-Max, not to mention the act of manoeuvring it through Bristol didn't fill me with much joy. So once again, the Citroën Grand C4 Picasso was pressed into action. It's all about the cruise control, cup holders, climate control, digital radio, heated seats, massage function and satellite navigation. Look, I'm getting on a bit these days. Creature comforts are important.

It's at this point that you're probably waiting for a tale of woe. Of how the 25 (yes,

25) big boxes of flat pack didn't fit. Or how we were forced to leave our children stood in a Bristol car park while we transported the stuff home. But no, it all went in. As folk struggled to cram boxes into their estate cars and SUVs, the Grand C4 Picasso swallowed it all with ease. It turns out that 793 litres of space is massive in the real world, helped by the squareness of the area and the exceedingly low loading lip. It's just a shame the Citroën can't put the flat pack furniture together when you get back home.

In some areas the Grand C4 Picasso appears to be getting better with age. With 17,000 miles on the clock, the engine feels noticeably looser and the performance is more brisk. It's also possible to eke more miles out of the tank, so the economy is improving, too. Sadly, the electrical gremlins remain a constant menace. The latest one is another alert telling me the AdBlue needs filling... again. First it told me the engine was failing and we're all doomed (or words to that effect). This was then immediately replaced by the note about the urea solution (aka AdBlue), which included a countdown to when the car would fail to start again. Having read the story about the little boy who cried wolf, I ignored the alert and drove home, figuring it would disappear when I switched the engine off. Of course the alert did go away, but only after two days and with 600 miles left until imminent failure. The problem is, I no longer trust any of the warning messages or alerts on the car, which is a shame, as a lack of trust could ruin what is otherwise a blossoming relationship. A relationship that can even survive a trip to a certain yellow and blue furniture warehouse.

Gavin Braithwaite-Smith 







## RENAULT CLIO

Dynamique MediaNav dCi 90

Arrived	29th July 2014
Mileage	17,105 miles
Fuel consumption	83.1mpg (official combined) 60.1mpg (on test)
Costs	None
Faults	Infotainment system failure, and erroneous average mpg read-out

## WHAT'S HOT



Despite its small size, our Clio has proved to be an excellent family car, with a roomy boot.

## WHAT'S NOT



Yes I know I should keep it cleaner, but the door shuts do become grubby very quickly.

**A**s this is probably the penultimate report on our long-term Clio, it's time to ask the ultimate question – after over 10 months and a hard 18,000 miles, would we buy one? And the answer is simple: Given that I've enjoyed my time with this Renault, yes I would buy – if the price was right. Regular readers will know that I've considered Clio contentment to have come at a price – over 17 grand last summer. The basic model brand new costs some £15,000 plus, and there were some selected options such as the fixed glass panoramic roof (£400), rear parking camera (£350), R-Link multimedia system (£450), and a gloss red interior touch pack (£100) which nicely co-ordinated with the Flame red exterior, all of which took the final price to an eye-watering £17,485 – less discounts, of course.

What's it worth now? Well, according to website [webuyanycar.com](http://webuyanycar.com) just £8,505 meaning a loss of 10 grand – surely not? We spoke to valuation experts Glass's Guide, who produces those confidential little books dealers always carry around when assessing your car before giving you the grim news... Happily it wasn't so dire; Glass's said, taking into account its

above average miles, HK14 DFO has a buy-in (as opposed to part-exchange) price of between £10,100 to £10,560 and would expect the car to sell on the forecourts in the region of £11,250; it's only a guide remember, dealers can ask what they like. That's for a basic Dynamique 1.5-litre dCi 90 model without all the goodies we opted for – so have they added to our car's value? Optional extras are traditionally notoriously hard to nail a price on because their desirability can be a personal thing – like our gloss red interior touch pack, for instance – but most aid resale values, although you'll never get your money back on them. For instance, the £450 R-Link infotainment system is now valued at £250, the £450 panoramic glass roof just £100 to £150, ditto the reversing camera we paid £350 for. There's a lesson there somewhere on taking care when option picking, although the reversing camera is a real boon and out of all the factory fitted extras that came with our Clio, it is worth the money asked, I reckon.

All told this makes our Renault worth around £11,000, depending upon the dealer's generosity, who we'd expect to sell our eye catching, optional extra-laden

Clio for £11,995 to £12,250, or perhaps a bit more if the local market will stand it. Assuming a bit of bartering could knock it down to £11,750, that represents a fat saving, on paper at least, of almost £7,000. At that price, I not only find it appealing, but also great value. Well, I'd buy it – and that's something very rare for a motoring journalist to say!

**Alan Anderson**

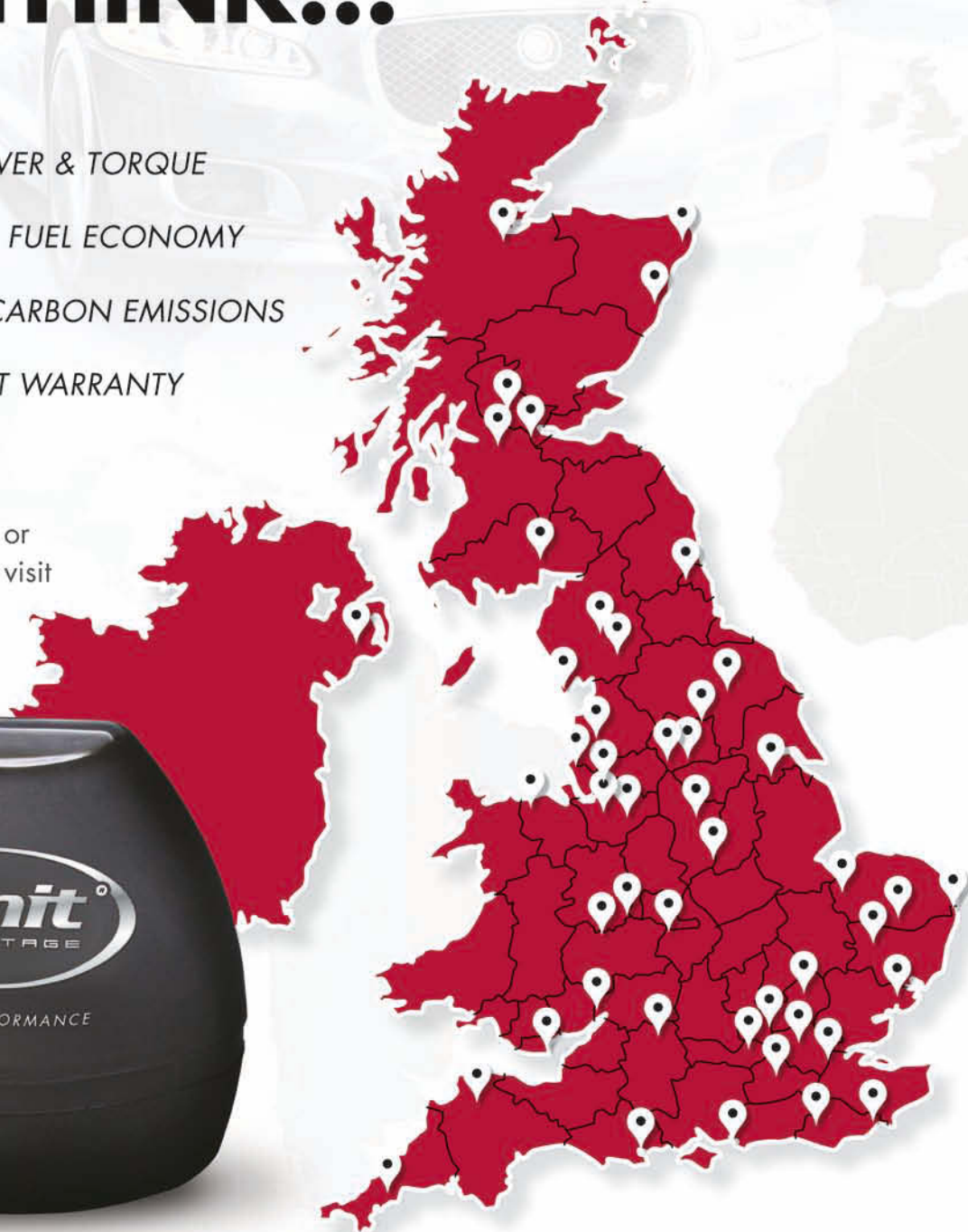




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Swindon	T: 0330 660 0875	E: Swindon@tunit.co.uk
Portsmouth	T: 0330 660 0952	E: Portsmouth@tunit.co.uk

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Cumbria	T: 0330 660 0931	E: Cumbria@tunit.co.uk
Barrow-In Furness	T: 0330 660 0962	E: Barrow-infurness@tunit.co.uk
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Cardiff	T: 0330 660 0952	E: Cardiff@tunit.co.uk

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Leeds	T: 0330 660 0861	E: Leeds@tunit.co.uk
Grove Mills	T: 0330 660 0871	E: grove-mills@tunit.co.uk

### ▶ EAST OF ENGLAND

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Kingslynn	T: 0330 660 0968	E: Kingslynn@tunit.co.uk
Gr Yarmouth	T: 0330 660 0952	E: GrYarmouth@tunit.co.uk
Thetford	T: 0330 660 0947	E: Thetford@tunit.co.uk
Wymondham	T: 0330 660 0952	E: Wymondham@tunit.co.uk

### ▶ SOUTH EAST

Chesham	T: 0330 660 0931	E: Chesham@tunit.co.uk
Croydon	T: 0330 660 0896	E: Croydon@tunit.co.uk
Dorking	T: 0330 660 0894	E: Dorking@tunit.co.uk
Reading	T: 0330 660 0932	E: Reading@tunit.co.uk
Rye	T: 0330 660 0975	E: Rye@tunit.co.uk
Uckfield	T: 0330 660 0916	E: Uckfield@tunit.co.uk
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# MODERN DIESELS AREN'T DIRTY (ARE THEY?)

Diesel power is getting a lot of stick in the press lately, but is it all fair? Phil Thane investigates.

In 2014, a monitoring station installed in London's Oxford Street found world record levels of nitrogen dioxide (NO<sub>2</sub>), an invisible, toxic gas. NO<sub>2</sub> is not only produced by diesel engines, but also industrial processes, tyre and brake lining dust. Mayor Boris Johnson promptly proposed a scrappage scheme to persuade owners of older, more polluting vehicles to trade them in, though it seems unlikely to happen at a time of government austerity.

London is proposing to introduce an Ultra-Low Emission Zone in September 2020, which will cost drivers whose cars fall below emission standards to pay an extra £12.50 to enter the city. Some London boroughs are planning to increase parking permit charges for residents owning diesel cars. Other boroughs and other cities are considering charging according to the age of the car or the emissions level and standards it meets. So is all this a political storm in a media teacup, or is there a real problem?

## BASIC SCIENCE

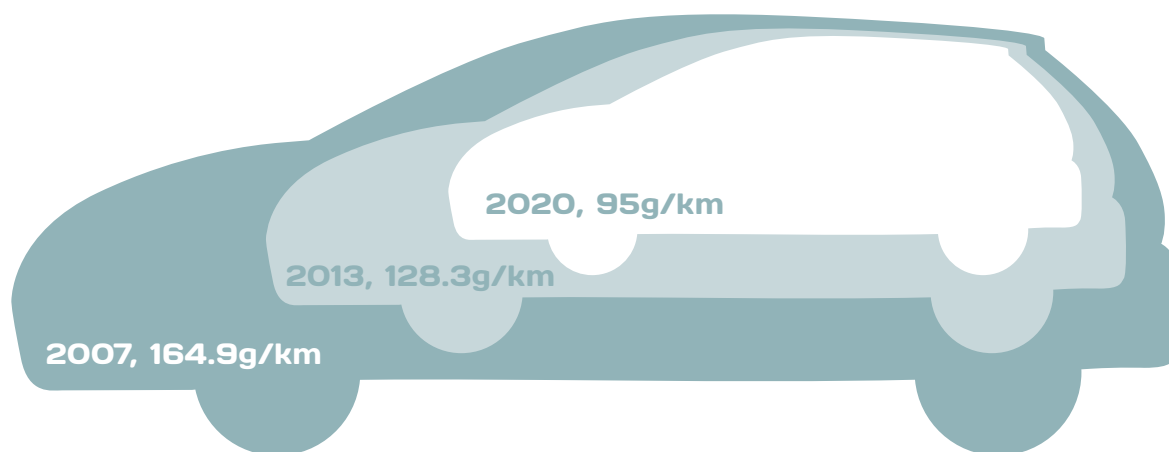
Almost all our fuels are hydrocarbons – that is compounds of hydrogen and carbon – ranging from methane which is mostly hydrogen, to coal which is mostly carbon. In practice, most are mixtures containing many different hydrocarbons, and some other trace elements and compounds. When a hydrocarbon burns, the hydrogen combines with atmospheric oxygen to make water (H<sub>2</sub>O) and the Carbon forms Carbon Dioxide (CO<sub>2</sub>). CO<sub>2</sub> is a greenhouse gas implicated in climate change, so governments around the world are trying to reduce its production.

Diesel fuel contains more carbon than petrol, so you might expect it to produce more CO<sub>2</sub>, but because diesel engines are more efficient, they produce about 20 per cent less CO<sub>2</sub> output per kilometre. Hence the previous policy of encouraging diesels, enthusiastically taken up by Europe's car makers.



## UK NEW CAR CO<sub>2</sub> AVERAGE - 2007, 2013 & 2020 (EU TARGET)

The UK has already beaten EU CO<sub>2</sub> targets for 2015, with average new car emissions falling below 130g/km by 2013



Unfortunately CO<sub>2</sub> isn't the only pollutant. Each cylinder in a diesel engine fires about 20 to 30 times a second; that doesn't leave much time for the fuel to burn and inevitably some doesn't burn completely. Manufacturers have worked hard to improve combustion by changing cylinder head design, and using electronics to control the fuel injectors, but still a tiny fraction remains as unburnt fuel that exits via the exhaust. A slightly larger (though still very small) fraction is partly burnt. The hydrogen burns alright, but some of the carbon remains as solid particles of soot, technically known as 'particulates'. Particulates also contain any non-flammable elements and compounds found in the fuel. Some of the carbon is partly burnt resulting in Carbon Monoxide (CO) rather than Dioxide. CO is toxic.

Particulate matter (PM) is so small it can remain in the air almost indefinitely and is a serious health hazard. Particulates are measured in micrometres (1µm = 1x10<sup>-6</sup>m). Particles below a given size are referred to by a PM number, thus everything below 10µm is known as PM10. Particles larger than that are usually caught by mucus in the nose and throat, but PM10 can be carried into the lungs where it can cause chest problems. PM10 is the key metric in anti-pollution laws around the world. PM2.5 is able to pass through the lungs into the bloodstream causing even more health risks.

But diesel engines are far from being the only source of PM, industrial processes and power stations are subject to strict controls but still contribute to the problem. In city streets, dust from brake linings and tyres are significant, which come from petrol cars, too, as well as trucks and buses. In some areas, domestic log-burners are a problem as well.

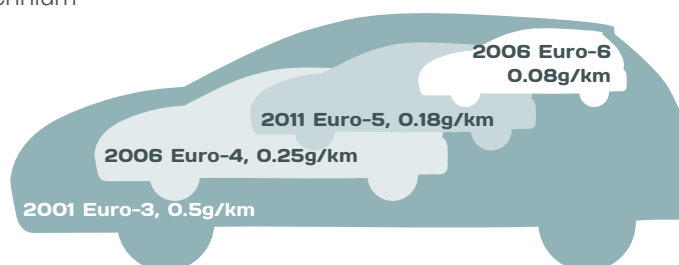
And then there is NO<sub>x</sub>. Nitrogen makes up nearly four fifths of the atmosphere. At high temperatures, such as you find inside an internal combustion engine cylinder, it combines with oxygen to produce Nitrogen Oxide. There are many different oxides

possible, but most are rare and unstable, the two that cause all the trouble are Nitric Oxide (NO) and Nitrogen Dioxide (NO<sub>2</sub>). Engines produce a mixture of the two, collectively known as NO<sub>x</sub>. NO<sub>x</sub> is produced in petrol engines too, but diesels do produce more, unless special NO<sub>x</sub> reduction measures are employed (see below). In a petrol engine, the amount of air admitted to the cylinder is controlled by the throttle and engine management system, to ensure there is enough oxygen to burn the fuel efficiently. There isn't a lot of spare oxygen in the cylinder to react with the nitrogen, and petrol engines run cooler than diesels, so there is less chance of NO<sub>x</sub> forming.

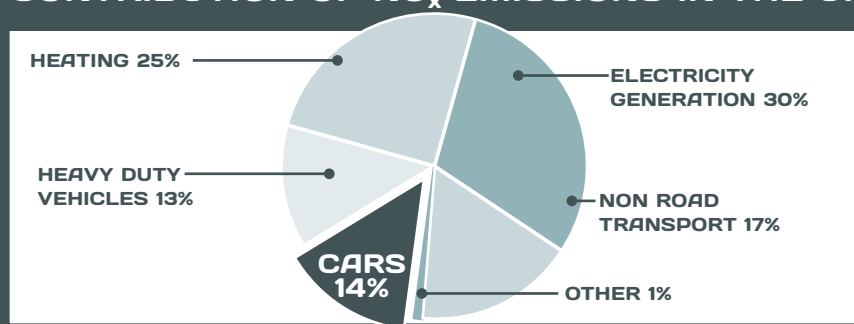
A diesel engine gulps in the same amount of air regardless of the power output. Even at maximum power there is about twice as much air present as is needed to burn the fuel, but it has to be present to raise both the pressure and temperature sufficiently to initiate combustion. 'Lean burn' engines that are specially designed to use fuel very efficiently, and reduce CO<sub>2</sub> and particulate emissions, actually exacerbate this problem. But cars are only one source of NO<sub>x</sub> there are many others, as the graphic on the next page shows.

## NO<sub>x</sub> REDUCTIONS 2001-2015

Emissions of NO<sub>x</sub> from diesel cars has fallen by 84% since the millennium



## CONTRIBUTION OF NO<sub>x</sub> EMISSIONS IN THE UK



...diesel engines are far from being the only source of PM, industrial processes and power stations are subject to strict controls but still contribute to the problem.

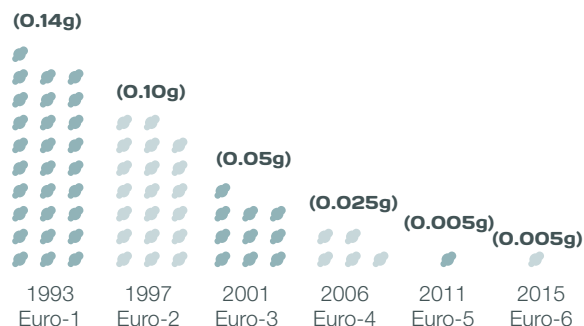
## EU REGULATION (AND UK LAW)

Laws to limit pollution are nothing new, the UK's first Clean Air Act was passed in 1956 and most developed nations put something similar in place in the last century. The EU has, since its formation, worked to harmonise legislation across Europe, and as more is learnt about the cost to health and the environment of various pollutants, anti-pollution measures have been gradually tightened across all sectors, and not just transport.

The EU's first 'Euro-1' act regulating emissions from buses and trucks was passed in 1993 and updated through Euro-2, -3 and -4. Euro-5 and -6 cover cars as well, and were introduced by Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20th June 2007. It takes time for manufacturers to introduce new vehicle models, so Euro-5 standards were applied to vehicles built after 1st January 2011, and Euro-6 for those made after 1st September this year. Each new version has tightened the screw a little more, permitted particulate emissions have fallen by 96 per cent since Euro-1 in 1993 and NO<sub>x</sub> by 80 per cent since Euro-3 in 2001. Regulations are created following discussions with industry, as there's no point mandating the impossible. Motor manufacturers have been working on reducing emissions from diesel engines for a long time, with particulate filters available for construction machinery since around 1980, and for trucks and cars since 1985. In 2000, a long way before Euro-5 limited particulate emissions from cars, PSA Peugeot-Citroën became the first manufacturer to fit such filters as standard to some of its diesel engines. All of this technology, designed to improve the environmental credentials of diesel engines, may be costly and inconvenient to implement, and it may well give politicians an excuse to raise taxes, but they are always technically achievable.

## Particulate matter reductions

Particulate matter (PM10) emissions fell 96% from Euro-1 to Euro-6, and are today equivalent to one grain of sand per kilometre driven



## TECHNICAL FIXES

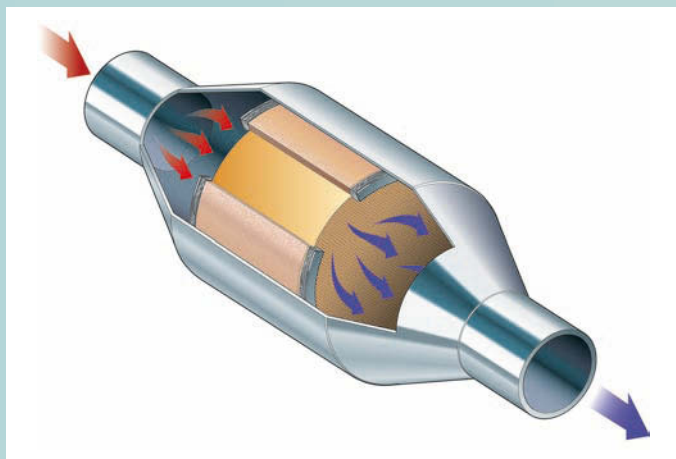
There isn't a single magic bullet, but over the last 30 years manufacturers have invested billions of pounds in developing solutions to each of the pollution issues.

**CATALYTIC CONVERTERS** are used to deal with the partial burnt CO and unburnt hydrocarbons. The catalyst encourages them both to react with oxygen in the exhaust gas stream to produce water and CO<sub>2</sub>. Similar converters are used on petrol engined vehicles, too.

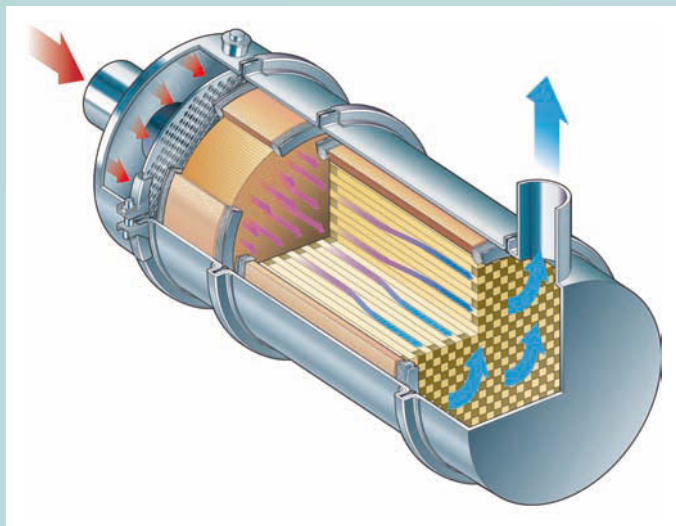
## THE REGULATIONS:

EURO STANDARD	INTRODUCTION DATE	DIESEL CARS			PETROL CARS		
		CO	NOX	PM	CO	NOX	PM
<b>Euro 1</b>	<b>July 1992</b>	<b>2.720</b>	-	<b>0.140</b>	<b>2.720</b>	-	-
<b>Euro 2</b>	<b>January 1996</b>	<b>1.000</b>	-	<b>0.080</b>	<b>2.200</b>	-	-
<b>Euro 3</b>	<b>January 2000</b>	<b>0.640</b>	<b>0.500</b>	<b>0.050</b>	<b>2.300</b>	<b>0.150</b>	-
<b>Euro 4</b>	<b>January 2005</b>	<b>0.500</b>	<b>0.250</b>	<b>0.025</b>	<b>1.000</b>	<b>0.080</b>	-
<b>Euro 5</b>	<b>September 2009</b>	<b>0.500</b>	<b>0.180</b>	<b>0.005</b>	<b>1.000</b>	<b>0.060</b>	<b>0.005</b>
<b>Euro 6</b>	<b>September 2014</b>	<b>0.500</b>	<b>0.080</b>	<b>0.005</b>	<b>1.000</b>	<b>0.060</b>	<b>0.005</b>





**DIESEL PARTICULATE FILTERS (DPF)** are part of the exhaust systems on every Euro-5 and Euro-6 diesel car. They are not actually mandatory, but no-one has yet devised a better way of meeting the emissions standards. The exhaust gas passes through a ceramic and metal honeycomb, and 99 per cent of particulates are deposited on the filter's walls rather than escaping into the atmosphere. A DPF needs to be regenerated regularly to prevent it clogging. Normally this is an entirely passive process, when the car is driven quickly, the DPF gets very hot and the carbon is oxidised to  $\text{CO}_2$ .



If the vehicle is used mostly in town, the DPF may never get hot enough, so manufacturers have devised 'active regeneration' systems. A warning light appears on the dashboard and a small fuel injector fitted upstream of the filter is activated to increase the exhaust temperature. Running at around 40mph for 10 to 15 minutes will clear the filter and the light will go out. If you ignore the warning and continue pottering around town without taking the car for a decent run, the filter will continue to clog up until more warning lights appear. At that point your only option is to take the car to a dealer for a 'forced regeneration'. This process

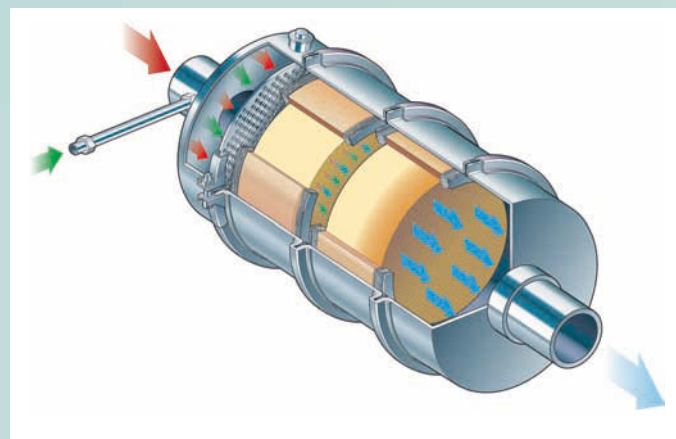
is an expense, and even in normal use, a DPF will eventually need replacement. In the past some drivers have been tempted to simply remove it, but this is now illegal. Not only will you contribute unnecessary pollutants to the atmosphere, your car will fail its next MoT.

## REDUCING NOX

This is a bit more complicated, and there are at least three methods that may be used in various combinations.

**EXHAUST GAS RECIRCULATION (EGR)** is designed to reduce  $\text{NO}_x$  production at source. A proportion of the exhaust stream is removed from the system, cooled and fed back into the air intake. This has the effect of reducing the surplus oxygen in the cylinders available to form  $\text{NO}_x$ . It does, however, reduce operating temperature and slightly increase both fuel consumption and particulate production.

**SELECTIVE CATALYTIC REDUCTION (SCR)** is an 'after treatment'. Urea ( $\text{CO}(\text{NH}_2)_2$ ) is injected into the exhaust gas as it passes through a chamber containing a catalyst. The urea reacts with  $\text{NO}_x$  to produce water,  $\text{CO}_2$  and nitrogen. There is a very small increase in  $\text{CO}_2$  emissions, but that is much less harmful than  $\text{NO}_x$ . The urea is sold as diesel exhaust fluid, commonly known by the trade name of AdBlue. Relatively small amounts are required, but the tank does need topping up from time to time. A separate tank sits somewhere in the car, usually where the spare wheel well is, or alongside the fuel tank. Topping up isn't beyond the ability of the average car owner, but many prefer to leave it to the garage to refill, in the same way that they do the oil.



**$\text{NO}_x$  ABSORBER/CATALYST (NAC)** is another after treatment. In this case the  $\text{NO}_x$  is absorbed onto the surface of a catalyst during normal operation. The catalyst is regenerated when there is excess fuel in the exhaust stream and the  $\text{NO}_x$  is reduced to nitrogen. NAC is suited to use on small engines and may be combined with EGR. By combining NAC into the DPF, the same regeneration by fuel injection can be used.

Making lots of separate boxes containing filters and catalysts would be wasteful so combining the various devices commonly occurs by car makers.

**Some of the non-motoring media have gone overboard when reporting on the pollutants that are expelled from diesel cars, but few have mentioned that today's diesel engined vehicles are the cleanest they have ever been...**

### LAST WORD

Some of the non-motoring media have gone overboard when reporting on the pollutants that are expelled from diesel cars, but few have mentioned that today's diesel engined vehicles are the cleanest they have ever been, instead focussing on dramatic headlines implying an apocalypse for diesel drivers. The recent electioneering didn't help, with ill-advised comments made by politicians keen to jump on any passing bandwagon that would secure them column inches.

The low CO<sub>2</sub> emissions of diesel engines compared with petrol alternatives are a valuable contribution to reducing the output of greenhouse gasses and other emissions have reduced dramatically over the last few years. The upcoming Euro-6 emissions requirements are the latest in a long line of steadily tightening standards, with the new limits on NO<sub>x</sub> for diesel cars only slightly higher than for petrol. As new models are introduced and older cars are pensioned off, air quality in our cities and towns will improve. And with the average age of a vehicle now a little over seven years, it's highly probable that the majority of diesel cars on the roads by 2020 will already have a

diesel particulate filter fitted, treating the harmful particles, and a significant proportion meeting the latest Euro-6 standards

But is Euro-6 the end of Diesel motoring as we know it? Of course not, no-one will be forced to scrap an old car, though you might face increased charges. Hopefully these will be based on the age of the vehicle and which Euro standard it meets rather than a blanket charge across the board for all diesels. Rather than impose draconian charges, as has been proposed in some quarters, judicious use of carrot (scrappage payments) and stick (parking/congestion charges based on high emissions of much older, more polluting diesel cars) could speed up the process of replacement without too much pain. And the same measures should be applied to thirsty, polluting petrol cars that have so far stood back in the shadows. All new vehicles will soon be designed to meet Euro-6 emissions standards, and no doubt in due course there will be Euro-7, -8 and -9 limits for the car makers to adhere to. By then, the air coming out of the exhaust pipe is likely to be cleaner than that going into the intake!

**Phil Thane** 







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# TRAILER TRICKS



Reversing a caravan or trailer can often seem like a dark art, but a new innovation from Volkswagen means that anyone can do it without a fuss. Maxine Ashford reports.

**A**nyone who has ever tried to reverse a trailer or caravan into a parking bay will know just how much practice, precision and planning is required. Get it wrong and you face the humiliation of starting again from scratch, much to the annoyance of other caravanners, motorists or red-faced family members. Get it wrong a second time and you simply want a hole to open and swallow you up, complete with caravan!

But those embarrassing days could be a thing of the past thanks to an ingenious device featured for the first time on the latest generation Volkswagen Passat. It's called Trailer Assist and it does just that. Many car manufacturers feature an automated parking assistance system on their cars these days, and it's a further development from this handy set-up. Park assist works with the vehicle scanning for and identifying a suitable parking bay, and then perfectly manoeuvres the

car into the space, while the driver simply operates the brakes and throttle as instructed.

It's a bizarre feeling as the car takes over and the steering wheel turns without any input from the driver. So to entrust such technology to a car with a caravan or trailer in tow seems even more mind boggling.

But with the technology in place, the Trailer Assist is remarkably

simple to use. The driver finds a suitable position to stop and puts the car into reverse gear. The Trailer Assist is activated by pressing a button on the dashboard and then by using the electric door mirror adjuster dial as a kind of joystick. The driver then selects the correct angle for the vehicle to go in, working in combination with information displayed on the instrument cluster. Then it's hands-off as the vehicle uses a camera and image processing algorithms to work out the necessary angles. The car will begin to reverse, with the driver controlling the throttle and the brakes. The system automatically manoeuvres both car and trailer into the chosen bay, and then straightens up. Adjustments can be made via the joystick, if necessary, and the entire procedure can be halted instantly by pressing the activation button, or by taking control of the steering wheel.

To show how versatile the system is, Volkswagen engineers set up a slalom test for us to try, with it possible to reverse weave between cones, using only the mirror adjustment dial, and not touching the steering wheel at all. This may all sound too good to be true, but it is incredibly simple to use, with towing novices and beginners expected to benefit hugely from the system. During our tests, the car and trailer containing expensive motorbikes reversed







Many car manufacturers feature an automated park assist system on their cars these days, and it's a further development from this handy system.

impeccably, slotting into the chosen bay time and time again without the need for correction along the way. And best of all, the whole operation from start to finish took just over a minute. More practice and you can get that time down further.

Sally-Anne Norris, Product Manager for the Passat, explained: "Reversing a trailer is not an easy manoeuvre, even for those used to towing, so we believe this will be a really useful and increasingly popular option. Not only will it make life easier, it could also reduce accidents, or damage caused during trailer manoeuvring". Currently the system is only an option on the Passat and Passat Estate, but it's likely to become available on other cars in due course. Trailer Assist is a £465 optional extra, which includes a rear-view camera – a necessary requirement – along with the factory fitted swiveling tow-hitch that is priced at £870.

The technology has been given a

warm reception by Martin Spencer, Technical Manager at The Caravan Club, who said: "I first had the opportunity to try out this system back in August 2013 at a Volkswagen Innovations event at their headquarters in Wolfsburg, where assistance technologies in either prototype or pre-production guise were shown. The aim was to get feedback from users on whether such systems were effective and would be welcomed by drivers". Martin added "when they mentioned their new parking assistance products, I jokingly said 'I bet it doesn't work when you've got a caravan on the back'. They were delighted to tell me it did!" In using the system, Martin commented "I was very impressed by the effectiveness of the system. Unlike some we've seen before, it requires no modification of the trailer or caravan, with target stickers and such like. The use of the mirror dial to control the path of the trailer is not

completely intuitive, but you get used to it quite quickly. Reversing a caravan is one of those skills which new caravanners (and some experienced ones) find intimidating, and this system goes a long way towards removing such concerns. One point worth noting is that you can use the system to reverse in a straight line, as well as around a corner. Unsurprisingly, the latter is often harder to do."

A recent survey of Caravan Club members showed that the Passat (in all of its generations) is currently the sixth most popular model of tow car, so this new development could be a significant benefit when owners replace their vehicles.

But don't take our word for how easy the system is to use, check out this official Volkswagen video on YouTube, showing the Passat in action, at: <http://ow.ly/Njry5> and see for yourself.

**Maxine Ashford** 



# FRENCH FANCY



With the legendary Le Mans 24-hour race this coming weekend – 13th and 14th June – we take a look at diesel's domination of the endurance series.

**L**e Mans, the world's oldest sports car endurance race, needs little introduction. As one of the most prestigious events in the annual motorsport calendar, it challenges both cars and drivers to breaking point, with just three drivers taking turns driving a single car for 24 hours without a break, and all at speeds of up to 200mph. Incredibly, the winning cars will have covered over 3,000 miles in this period.

And Le Mans as a festival of motorsport has grown considerably over the last twenty years, with many UK fans taking the opportunity to holiday in France over race weekend. This year's event takes place on 13th and 14th June 2015, but some fans will start arriving as early as 9th June – many as members of individual sports car clubs. This 83rd running of the Le Mans 24-hour race will also be the third round of the FIA World Endurance Championship, with the 14 LMP1-class super-GT cars claiming pride of place among the 56-car entry list. And the favourite for this year's race – Audi's R18 e-tron



quattro – will have a diesel powerplant.

Audi of course have a distinguished record at Le Mans in recent years, with their TDI-powered diesel hybrid claiming 1st and 2nd places in last year's race. Developed and run by Audi Sport Team Joest, the R18 is the latest in a long line of Le Mans-winning diesels, going right back to 2006 when Audi's R10 TDI became the first diesel racer to claim victory. And Peugeot – with their V12 diesel 908 HDi FAP in 2009 – have been the only team to break Audi's stranglehold on the trophy. Peugeot's 5.5 litre V12 twin-turbocharged, mid-engined racers gave Audi a serious run for their money at Le Mans between 2007 and 2011, finishing second in 2007, second and third in 2008, first and second in 2009 and second, third and fourth in 2011.

After winning Le Mans in 2006, 2007 and

2008 with their R10 5.5-litre V12 TDI, Audi switched to a 5.5-litre V10 TDI powerplant from 2009, and once again success followed – with another Le Mans victory in 2010. The next year saw Audi change to a 3.7-litre V6 TDI engine, which

powered their R18 TDI race car to victory in 2011, before moving to their current diesel-electric hybrid R18 e-tron quattro in 2012.

All of the other 2015 LMP1 Le Mans teams now also employ hybrid powerplants, but rival manufacturers Toyota, Porsche (with their new 919 car) and Nissan (with their GT-R LM Nismo) have developed petrol hybrids rather than using diesel power.

## BE PART OF IT

If you fancy attending next year's race, check out the official website at [www.24h-lemans.com](http://www.24h-lemans.com). Prices started at just €74 euros this year for a general admission ticket. Valid for the whole week, from Wednesday qualifying through to Sunday, it gives you access to all public viewing areas around the circuit. If you plan to camp, your parking is included – you park your car next to your tent – but if you're staying away from the circuit, you'll need an additional parking pass for one of the circuit car parks. The best option is Parking Blanc (white parking), close to the start/finish straight, whilst a Parking Rouge (red parking ticket) puts you by the Dunlop Bridge, Parking Vert (green parking) gets you inside the circuit, close to the Paddock, and Parking Bleu (blue parking) means you will be by the Maison Blanche entrance, south of the start/finish straight.

There are also optional Grandstand tickets







## BEST CROSS-CHANNEL ROUTES TO LE MANS

- Bournemouth or Portsmouth ferry to Cherbourg, then take the N13 to Caen, N158/A88 to Sées and A28 to Le Mans
- Portsmouth ferry to Ouistreham, then take the N158/A88 to Sées and A28 to Le Mans
- Portsmouth ferry to Le Havre, then take the A29 to Rouen and A28 along to Le Mans
- The Newhaven ferry goes to Dieppe, then take the N27/A151 to Rouen and A28 to Le Mans
- Eurotunnel or Dover ferry to Calais, then take A16 to Abbeville, then A28 to Le Mans (briefly using A13 around south of Rouen)

(at additional cost) for seats located along the start/finish straight, and around to the Dunlop Bridge. These are called 'tribunes' and are numbered and named after famous racers from bygone days. Giant screens show live race coverage from most grandstands, but you are free to watch racing from many vantage points as you wander the circuit.

Although most UK fans drive to Le Mans, you don't have to. You could fly or take the Eurostar to Paris, and then catch a train to Le Mans instead. A fast train (just 1.5 hours from Paris Gare Montparnasse) is around €150 for a return journey, whilst there's also a slower one for a mere €36. And when you arrive at Le Mans train station, there's a handy tram that delivers you to the circuit in around 20 minutes.

During your stay, you could also take the opportunity to explore the ancient town of Le Mans itself. The tourist office is located in La rue de l'Étoile, and aside from Le Mans'

numerous cafes and restaurants, you could also visit the Saint-Julien Cathedral, located in the heart of the town next to the Old City. Other popular places of interest include the Gallo-Roman city Walls, dating from the third century, the Musée De Tessé museum just outside of the old city, Épau Abbey (founded by Queen Berengaria, the widow of Richard the Lionheart) and of course the Le Mans race museum – the Musée Automobile De La Sarthe – by the circuit.

## AUDI'S 2015 LE MANS RACER

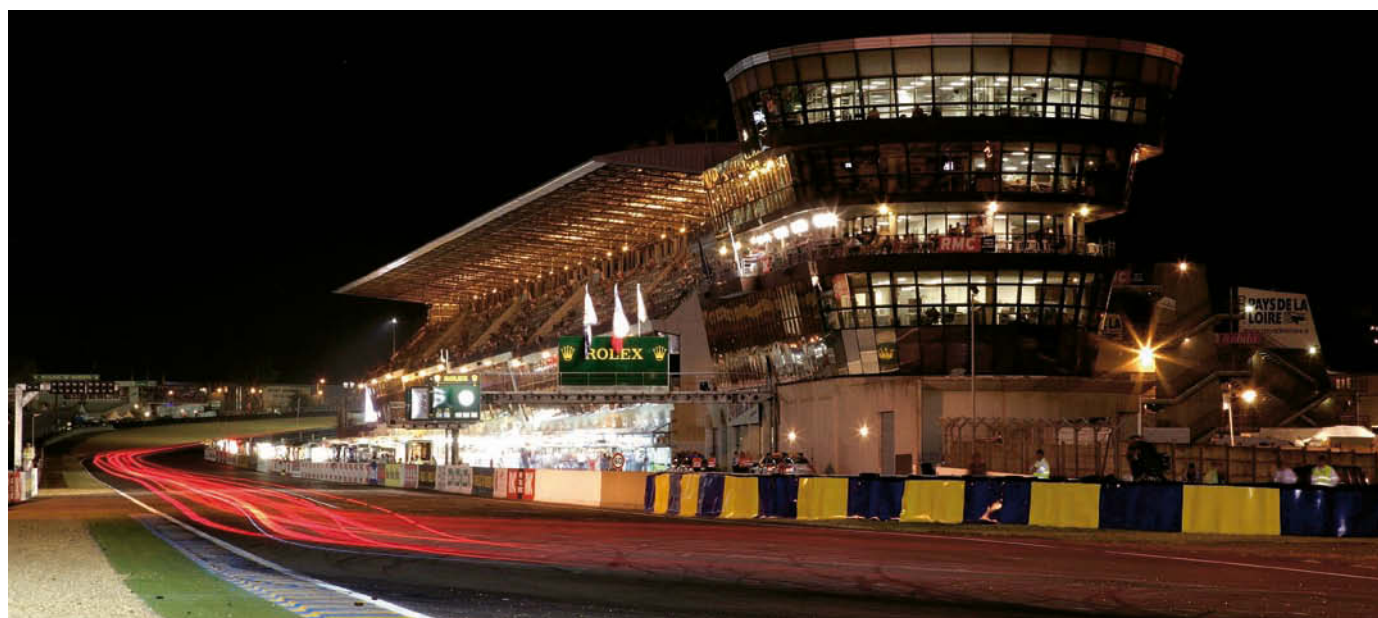
The favourite to win this year's race is Audi's LMP1 R18 e-tron quattro diesel hybrid, with a space-age specification that includes a carbon fibre composite body that weighs in at just 870kg, a 4000cc 120-degree Audi V6 TDI direct-injection engine producing over 550bhp and 627lb ft of torque, an electric flywheel accumulator with a usable storage

## USEFUL CONTACTS

- [www.24h-lemans.com](http://www.24h-lemans.com)
- [www.lemansrace.com](http://www.lemansrace.com)
- [www.musee24h.sarthe.com](http://www.musee24h.sarthe.com)
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- [wikitravel.org/en/Le\\_Mans](http://wikitravel.org/en/Le_Mans)

capacity of over 700kJ and a motor generator unit on the front axle with over 268bhp. The TDI engine drives the rear wheels with a limited slip differential, whilst in hybrid quattro mode the sequential seven-speed transmission delivers combined power to all four wheels. Unsurprisingly, acceleration is savage, with a top speed of over 200mph.

**Guy Baker** 



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- Like our Facebook page at [www.facebook.com/DieselCar](http://www.facebook.com/DieselCar), and send us a message.
- Or write to him at: Doctor Diesel, Diesel Car Magazine, 40 Nevendon Road, Basildon, Essex. SS13 1AW.



## A SAD SAGA ROLLS ON...

Good afternoon Doctor. Imagine my surprise when I got to your column in the latest copy of Diesel Car. Wow, I'm there in big bold print (Issue 336) with my Grand Picasso automatic transmission problems. I have an update for you, and it is all very sad news. I got the car back (with its new transmission fitted. Doc) after a three day stay at my local Citroën garage (Wilmoths Citroën, Ashford, Kent) and the initial tests were very promising. Fuel economy was instantly back to 44mpg, as it was in the early days with the first engine and no gearbox problems. There was no torque converter misbehaviour, but, of course, last week we had very warm weather (up to 20 degrees Celsius here in Ashford). The following morning, with the temperature a very sunny 14 degrees, the problem was again not present – the engine was energetic and not sluggish at all, with no torque converter problems. On Saturday we popped in to Wilmoths to collect a cushion that I had forgotten in our courtesy car, and guess what? The temperature was 11 degrees Celsius, and the problem was back in full swing. Very sluggish acceleration and free-wheeling when I took my foot off the accelerator. I mentioned this to the service co-ordinator at Wilmoths and with a very sniffy voice he told me, as if, maybe I had broken something "Well, we tested it and it was perfect". Yes, quite probably, but they tested it after spending two days working on it with the car indoors at 15 to 20 degrees. Fuel consumption was down to 39mpg after two one-mile drives with the problem and 15 miles of A-roads and

motorways.

My opinion, which is mostly based on my lifetime of electronics and computer engineering skills, tells me that the problem is being caused by something to do with the engine replacement, because the problem was most definitely not present before the engine was replaced in October last year, but became noticeable within a few days of the unit being switched. The problem is temperature-orientated and most definitely electronic. This is now the second gearbox in this car, and the problem persists. So the gearbox itself is not likely to be the problem, so maybe it has to be something to do with the new engine, and maybe the engine control unit (ECU), if that was replaced, or the engine controller if it has a separate unit from the main ECU. Unless you have a better suggestion, we are now going to reject the car, and emphatically demand a replacement car (we love this car except for the problems it has suffered) or a full reimbursement.

**William Ransom**

I still really feel that there is not a particularly complex answer to this problem, but Citroën UK and your dealer seem unable to diagnose what it is. Someone, somewhere, could sort this out, I am quite sure. Naturally Wilmoths are a bit cheesed off with the whole issue. They have not been particularly helpful, but



then of course it has cost them time and money, so I'm not too surprised at their reaction after this last revelation.

One possible solution, or route if not necessarily a solution, would be for Citroën UK to take your car back to base, identify the problem, sort it out, and hopefully then return the car to you. But is that likely? Possibly it might show some flexibility on your part if you were to propose this possible route of action as an alternative to outright rejection? It might just tip the balance in terms of them trying to give you an acceptable solution. Otherwise, it has to be money back, less fair depreciation, or an identical new replacement car, less a fair contribution from you for depreciation (All taking into account likely discounts available on list price). You should expect at least a very fair interpretation of depreciation, and/or also some financial recognition of your inconvenience and suffering. I'm so sorry that things don't seem to have worked out better. Maybe, just maybe, there's a silver lining somewhere down the road? Keep smiling! Best regards, and thanks for keeping me updated on everything.

*Doc Diesel*



## OUTLANDISH FUEL ECONOMY?

I wrote to you before when I had a Volvo V50, when I was concerned about poor fuel economy. Thankfully, it did improve with time. I have just changed it for another diesel car though, this time a Mitsubishi Outlander 2.2 automatic. Before parting with my cash, I did plenty of research and read reviews, not only in Diesel Car, but every other magazine as well. It would seem that, despite being a bigger engine (now detuned from the previous model) it was capable of getting over 40mpg and towards 50mpg. Over the three weeks of having the car to date, a brim to brim refill check showed my consumption to be 34mpg. The computer readout cancels every time you start the car and that reads around the mid-thirties too. My journeys are varied, but do include motorways at moderate speeds, and I was expecting better than the V50 that used to get 42mpg in winter and 48mpg in the summer. I have been back to Anthony Betts at Hemel Hempstead, who supplied the car. It has 19,000 miles on the clock, and they have checked it on their diagnostic equipment and found nothing wrong. I am used to driving diesels and had two automatics, albeit petrols, so my driving behaviour cannot be the total reason. I accept that automatics are not as economical as manuals, but you must agree that 34mpg is not acceptable in these circumstances. If the dealer cannot help, where else can I go? As the car has 18 months' worth of warranty left, I cannot yet go to one of the tuning companies to see if they can get me more mpg. The car performs well in every other respect, and I like the automatic, despite your tester with the ASX not doing so. Suggestions please?

**Tony Mead**

If yours is a post-2012 car, then the engine and transmission is the same as that in our long-term test ASX, which happily turned in figures of 40mpg plus, and more, as you will have read. Of course the ASX is a somewhat lighter car, but even so you should be expecting 40mpg or more. But you do need to establish why you're only getting 34mpg before you think of "tweaking" it with a tuning box or a software rewrite, as it's no use tuning an engine that is not running correctly, as might possibly be the case. If you can't get any further assistance from your dealer, I should try going direct to Mitsubishi UK customer services. In view of the fact that you bought the car second-hand, it also might be worth checking out the car's history. Sorry that I can't be more helpful at this stage.

*Doc*

Tony then came back and said that he had been back to the dealer and had been taken out by a technician, with him at the wheel, when the car had returned 44mpg on a motorway run. Tony wrote "He obviously has a technique in driving, because I have never even got to 40mpg on the motorway. He has satisfied himself that there is nothing wrong with the car, but has, however, given me some useful tips to help my mpg. One is to avoid using supermarket diesel as he has found that you get up to 8mpg more by using the main brands, and I will do this when I get the tank low enough. I drove over 30 miles later on normal and motorway roads and my average mpg came up to about 38mpg. He did agree with remapping as a reliable way of improving mpg, although Mitsubishi themselves do not recommend doing it. He was honest enough to say that, in the event of a claim for engine damage (with a tuned car), they do not have the facility to check it anyway. All this information was unofficial, but the guy in question has since left the dealership, which I knew was going to happen. I am now left in limbo, apart from the fuel supply option, I do not feel I have the answers I need. I am hoping the good Doctor can help here.

**Tony.**

*To which I replied...*

I think I would go along with most of what "the man" at your garage said, and 44mpg on the motorway is a fair figure. I honestly don't think it sounds as if there is anything wrong with the engine, and there's a way to go before you think of tuning it. In any case, I reckon it would take you a couple of years or more to get your money back anyway. I'm not sure about getting as much as an 8mpg improvement with branded diesel over supermarket stuff, but it generally does have a superior additive package. Of course there is Millers' Diesel Power Ecomax additive, on which I am very keen. Get a bottle of this (at Amazon it costs about a tenner for a 500ml bottle) and try it in your engine. Some people stick to using Millers with supermarket fuel.

But I'm wondering whether you noticed anything in particular with the way the garage man drove?

Economical driving is all about smoothness and not wasting fuel by braking. You anticipate when you're going to need to slow down and lift off the accelerator early, so you often need little braking. I think with an automatic vehicle, how you accelerate is particularly important, as automatics can then be very thirsty. You want the engine to be working at its peak torque speed, generally 1,500 to 2,500rpm, where it's most efficient. You'll find that at a certain steady accelerator position the car will accelerate to maybe 2,000 to 2,500rpm and then change up, dropping back to maybe 1,600 to 1,800rpm, and will stay in that gear to about 2,000 to 2,500rpm when it will change up again, and similarly right through the gears. If it holds the gears to higher engine speeds, lift off a touch, or if too early, give it a touch more. This way you'll get into a high gear fairly quickly. You then want to try and stay in this high gear and not have it dropping down a ratio unless you really need strong acceleration. So try and anticipate hills, and try to avoid harsh acceleration. With the Outlander you've also got gear-change paddles on the steering wheel, so you might take a good read of the owner's manual and experiment with paddle changes. When you stay in auto and "kick down" to overtake something, this is when it uses a lot of fuel and you might get a better result just dropping a gear with the paddles. Try all these things and see how you get on, and try reading The Extra Mile page for extra tips!

*Doc*

**Thanks Doc - you hit the nail on the head! The garage man was using the paddles and I notice that my car gets into a high gear quite quickly. I've tried using the paddles more and overriding what the auto box thinks best and seemingly I'm improving my mpg. I will try your Millers idea too. As I said before, I would only consider a proper remap, not add-on boxes. I will keep you posted.**

**Tony**



## QUESTIONS, QUESTIONS...

Good Evening Doctor. I would be interested in your comments concerning the use of certain combustion improving diesel fuel additives in modern vehicles and, specifically, whether or not you think that they are worth the money. I remember Diesel Car magazine performing a test on a Ferrous Picrate product called Unicat 4 many years ago and finding out that it worked quite well, and was value for money. This product is no longer available in the UK, but there is another, similar, product available called FPC 1 to be found at: [www.fueliq.co.uk/fpc/](http://www.fueliq.co.uk/fpc/). Alternatively, there is another fuel additive called Dipetane – which has been sold for many years and is offered premixed with bulk heating oil from some suppliers: [www.dipetane.com](http://www.dipetane.com). Each of these products seem to have well proven benefits – but then they would say that, wouldn't they! I know that modern diesel engines are very efficient, with apparently little room left to improve things further with additives. Personally, I just use a double dose of Millers Diesel Fuel additive to boost the cetane index of supermarket diesel in my 2008 Mercedes-Benz GL 420 CDI SUV, and lubricate the high pressure pump/injectors, as well as removing/preventing injector deposits.

If you remember, I asked you some time ago if you would be visiting the Ceramex company [www.ceramex.com](http://www.ceramex.com) to see first-hand their diesel particulate filter (DPF) cleaning process, as this would potentially be of interest to your readers. I am just wondering if this is still on your “to-do” list?

On the subject of DPF ash blockage, I wonder what influence the up to seven per cent bio-diesel now added to diesel fuel has? I used to work in a factory which made bio-diesel from used vegetable cooking oils and well remember the necessity to ensure that as little process chemicals remained in the finished fuel as possible. The most commonly used (cheapest) process chemical used to make bio-diesel is sodium hydroxide (plus methanol) which, if not entirely removed through washing/filtration, can cause injector blockage and presumably also problematic DPF blockages?



Can you also ask the editor, please, if he intends arranging for test reports of the BMW Alpina versions of the current 3 & 5 series cars? Regards,  
**Danny Gillis**

Hello Danny. I hope that the Mercedes is continuing to run well and problem-free. I well remember the Unicat 4 additive which, as you say, disappeared from the market. There were also favourable and superficially convincing reports on the web regarding ferrous picrate, and I'm not sure why it has disappeared from use or sale – at least in the UK, anyway. I was not aware of Dipetane or FPC 1, and I have to suggest that the regular disappearance of companies offering such additives makes one somewhat suspicious. But I can guarantee you some column inches if you want to be brave enough to experiment and let me have any interesting reports. With regards to ferrous picrate, there is some suggestion that this stuff actually aids atomisation of the fuel on injection. That's interesting, as the higher and higher injection pressures being used are obviously also directed at better atomisation. There was a US company, a few years back, who offered an additive specifically aimed at improving atomisation, and I did try and get hold of some, but the business apparently

expired, as I heard no more from them.

Regarding Ceramex, and DPF regeneration, I feel that, and could suggest, that most Diesel Car readers have no cause for DPF regeneration, as they drive and maintain their cars sensibly. But we would welcome any feedback from readers who have used such restoration services. As you say, bio-diesel ash can present problems, particularly that from questionable sources of such fuel. As I now understand it, the legally required bio-diesel content under the “Renewable Fuels Obligation” regulations was actually frozen at 4.75 per cent back in 2013, possibly for reasons connected with problems at higher levels. I do believe that the UK is still a net importer of bio-diesel, which also may have had some effect, but the original target level of seven per cent has not been reached.

I think Ian has tried before to get an Alpina on test, and I think he found it a problem to get a test car. But he will see this correspondence and it may spur him into another attempt. (We have tried on several occasions, but the PR effort for Alpine is lethargic at best, so with many other vehicles to test, we gave it up as a bad job! Ed)

Meanwhile, I will take a closer look at the Dipetane fuel additive. Regards,

*Dae*



# SOAPBOX

## SAFER DRIVING, AND THE POTENTIAL OF TECHNOLOGY...

Stay with me, while I first set the scene by having a bitch about bad driving. Not long ago I sat in the third lane of a moderately busy M25, cruising along at around 70mph, when I came upon a tailback ahead in the fourth lane, with people switching back into the third lane and "undertaking" the obstruction in the outside lane. Like them, I eventually made my way (strictly illegally) past what turned out to be a pretty ancient estate car with an old guy sat at the wheel, cruising along at 50 to 55mph, just utterly and completely oblivious of what was happening around him. Other drivers were being fairly restrained in the circumstances, but that kind of thing makes you boil, although in terms of road safety I suppose that the hazard was not great; but the anger provoked can possibly hinder your driving judgement for some miles.

Trucks that creep past one another at somewhere between 55mph and 60mph, taking a mile or so to complete the exercise, are similarly frustrating, and I find it hard to believe that there has been little action to eliminate a habit that's particularly annoying on two-lane dual-carriageways. To my knowledge, the sole exception are stretches of the A14 where HGV overtaking is forbidden. But as to the rest of the road network, this kind of problem creates a pent-up overtaking demand that makes things pretty bad when they end.

But both of the above are less hazardous and annoying than drivers who scream up behind you flashing their headlights when you're overtaking another car on a motorway, correctly using the "overtaking" lane. Some habitual 90mph cruisers become wild with

rage if you obstruct their passage – even when quite often you can't go any faster anyway, due to a tailback in the outside lane. Too many people seem to feel that the approved cruising speed on motorways is around 15 to 20mph over the legal limit, and anyone who isn't going that fast is being obstinately obstructive.

But such things, and many other driving hazards, could be eliminated, using technology that exists, or is easily achievable. Let's picture something less extreme and less frightening than the topical driverless autonomous car, but cars with more advanced driver assistance technology that still leaves the driver actively involved. It could feature radar-controlled inter-vehicle distance controls, something that's increasingly available now, which could override driver inputs in the interest of safety, and could actually prevent tailgating at high speeds. Imagine the M25, with its variable speed limits, integrated with linked controls that strictly impose those speed limits on your car, and keep you at a safe distance from other vehicles, ahead and behind. With intelligent lane controls, operating in a similar way, to prevent dangerous lane-switching, it doesn't take much to imagine an integrated overtake button that would take you past a slower vehicle, safely, and swiftly, whilst maintaining safe distances between vehicles. Then imagine technology that would allow normally speed-limited



HGVs to use an overboost facility that, in controlled circumstances, allowed swifter overtaking? How about an option for HGVs, using radar control technology, to form up convoys separated safely by small distances to take advantage of the aerodynamic benefits of such slipstreaming to slash their fuel consumption? I believe that this kind of technology would allow safe higher legal speed limits, in conjunction with selective limits (maximum and minimum) for specific lanes, or reserved for specific high-technology vehicles. I don't think that such systems are beyond today's technology, given the will to develop them and incorporate them into today's cars within very few years. It makes a lot more sense to me than taking a quantum leap to the totally autonomous car that, without an inevitable huge expense on purpose-built new roads, when there's supposedly no money to build them anyway. On existing roads, I suspect that they will only create panic, and a dangerous mix of old and new technology.

## DESPERATE DAN

**Just a quick question Doc. I'm desperate to settle an argument as to what people used to do to stop diesel engine fuel freezing up in the winter. I say that they used to add some paraffin to the fuel, but a friend says that people also used to add petrol! Sounds very dodgy to me, and potentially dangerous. But then adding paraffin would have been using something that was untaxed, and therefore illegal, while petrol would at least have been legal. What's the answer Doc?**

**Dan Deakin**

Am I the only one who used to read The Beano? You are definitely right Dan, in that it was regularly advised in owner manuals for diesel cars to add a proportion of paraffin to diesel fuel in the winter. But, much to my

own amazement, a Diesel Car reader recently quoted from an old Volkswagen (I think) manual that did advise adding petrol to stop the fuel lines gumming up! No problem with the petrol, tax-wise, but, as you say, the paraffin would have been untaxed. Was that why pink paraffin was sold back in those days, I am now wondering?

I can also tell you that truckers used to light fires under their engines in cold weather, to stop the fuel lines clogging up, back in the "good old days" as my dad used to call them! What clogs things up is the paraffin wax, at what's called the plug point temperature, and adding thinner paraffin liquid, or kerosene, helps lower this temperature when the fuel gelling can start. As you probably know, the problem is generally avoided these days by introducing winter grade diesel, and often by



using additives that help stop the wax from crystallising out. But in cold winds, which rapidly speed up the cooling process, and low temperatures, the problem can still occur, particularly when vehicles are switched off and parked up overnight.

*The Doc*



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This is your opportunity to tell us exactly what you think. Whatever the subject, good or bad, we want to hear your views, so don't hold back! Do you have a diesel dilemma, need buying advice or just want to get something off your chest? E-mail your comments to [dmail@dieselmagazine.co.uk](mailto:dmail@dieselmagazine.co.uk) and you could even win a prize for your ramblings courtesy of Sealey Power Products if yours is chosen as the star letter. So get busy scribbling and tapping away now!



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## TECHNOLOGY OVERLOAD?



Dear Ian

Not long ago, although already having subscriptions for Autocar and Auto Express for some time, I took out a subscription to Diesel Car and to date have found it to be a much more interesting and 'involving' read than the others – so well done – great work!

I realise and fully appreciate why you felt the need to keep-up-with-the-pack in terms of all the 'eco' cr\*p that's doing the rounds, in addition to following the trends of both battery-only and hybrid vehicles – but at this point in time, I'm not going to express my views on that topic, as it simply leaves me cold and with absolutely no interest whatsoever.

Likewise, I'm sick to death of hearing about how wonderful all the devices such as lane departure warning, adaptive cruise controls, forward collision alerts, and stop/go systems are – let alone the 'damned' autonomous and/or driverless vehicle. My only consolation being that I'll have passed away by the time they 'arrive'. My feeling is that if people really need these devices in order to make safe progress on our roads, then maybe they shouldn't be driving in the first place. My current position is that if I can't turn these devices off, or disable them altogether, then I don't buy that particular vehicle – end of.

I couldn't believe the drivel spouted by Audi's boss recently when he'd obviously got the 'ear' of many motoring journals in saying that the autonomous vehicle is the way forward to free up the time we 'waste' by driving – time we could more usefully use in order to continue working, or to communicate and interact with the family – and all whilst the car drives itself home. If, after a day in the office, you really want to continue on the phone or using the laptop, then take the train or a

taxi home – but don't try and justify your new 'toy' by degrading and debasing the pleasure that owning and driving a vehicle still brings to many, many motorists – despite the traffic jams and roadworks.

There is one area I'd love to see you place more stress and pressure on, and that's with the manufacturers who are quietly, but constantly, hacking away at the things that were always provided as standard on our vehicles. I've heard every excuse under the sun from manufacturers as to why they're dropping spare-wheels in favour of the (generally) useless foam repair kits, but don't 'buy' into any of it – but other things are also on the cards. In your recent review of the revised MG6 hatchback, you failed to report they'd removed the essential rear wash/wipe unit – a ludicrous decision, especially on vehicles with large and steeply angled rear windows. In slow moving traffic, the rear window soon gets filthy, especially if it's raining, and very soon becomes almost impossible to see through.

Rant now over! I rest my case and look forward to continued receipt of your excellent magazine.

Very best wishes,  
**Paul Walker, Cheadle, Cheshire.**

Evening Paul

Many thanks for your e-mail – what an interesting read it proved to be.

Thanks so much for the compliments – we try our best to be a little more friendly and down to earth than some of the other titles out there, and I'm glad that it comes over in our reports. The Diesel Car team are fantastic, and they will no doubt be over the moon about your kind observations and comments.

There's a lot that I agree with you about concerning the electronic 'nannying' that goes on in our cars these days, but a

recent incident affecting one of my team made me take a slightly more appreciative view. While travelling along an unlit stretch of A-road one night, Adam Sloman was ready to overtake a slow moving vehicle. He checked his mirrors, used his indicators and was getting ready to move out into the outside lane when the blind spot warning system flashed to warn him of a vehicle in the blind-spot. At that moment, a black Range Rover shot past at a highly illegal speed with no lights on. Had it not been for the warning system, Adam would have moved out and the result doesn't bear thinking about. A 2.5-tonne Range Rover versus a Peugeot 308 SW – there's only likely to be one result! So my view on some of this new technology has softened slightly, as long as drivers don't over-rely on the functions. But I'm totally in agreement that some of the assistance systems only serve to make drivers lazy, and when I passed my driving test back in 1990, there wasn't anything like the technology fitted to cars like they are today. Anti-lock brakes were in their infancy, and my first car didn't even have power steering. There is of course going to be a market for the totally autonomous car, mainly by those that don't enjoy driving and do it because they have to, and it's going to put a lot of chauffeurs out of work. Like you, I hope that by the time it becomes mandatory I will be in a box in the ground.

It's quite rare that standard equipment is omitted, but I hang my head in shame in not spotting that the latest MG 6 doesn't now have a rear wiper. And yet I had noted to colleagues that the rear end looked a lot cleaner, but totally missed that a vital cleaning aid had been removed, too. My excuse is that we drove the car in bright sunshine on a clear day – yes there was actually one



# LEGAL i

## VASCAR, POLICE PILOT AND ELECTRIC TRIP WIRE EQUIPMENT



Designed by solicitors, tested by barristers and available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences with the same authority as a solicitor.

[www.roadtrafficrepresentation.com](http://www.roadtrafficrepresentation.com)

**W**e conclude consideration of the technical requirements that the prosecution have to observe when using technological aids in evidence, by looking at VASCAR, Police Pilot and electric trip wire equipment.

Some police cars are equipped with VASCAR (Visual Average Speed Computer And Recorder). These are extremely accurate devices which record the average speed of a vehicle over the distance recorded. Like radar meters, it is extremely difficult to defend a speeding charge on technical grounds where VASCAR is used. The degree of training for a police constable using VASCAR is high and most forces require a constable to pass a stringent test programme before using VASCAR as evidence in prosecutions, so enquiries about the officer's training might be a possible ground for challenge. The constable has to operate switches accurately and be able to satisfy a court that there was no mistake in identifying the offending vehicle and no misjudgement of the exact moment the vehicle passed the relevant landmark used during the operation of VASCAR.

The Metropolitan Police use Police Pilot, which measures average speed, similar to VASCAR. It can be used

while the police car is in motion or parked, in daylight or at night and in all weather conditions. If the police car is in motion, it does not have to be travelling in the same direction as the offending vehicle, and neither is it necessary to follow the vehicle at an even distance or pursue it. No signal is emitted from Police Pilot, and it does not interfere with radio transmissions or reception. Only an electrical failure in the vehicle carrying it can affect its working or other accuracy. The equipment should be recalibrated once a month and checked daily, either by driving over a set distance and comparing the readout with the known distance travelled, or by comparing the speed readout in standby mode with the vehicle's certified speedometer.

Electric trip wire equipment is set up with two wires stretched across the carriageway 1.5 metres apart. The wires consist of coaxial cable, which are sensitive to pressure. When a vehicle is driven over each wire, an electrical pulse or charge is created and these are relayed to a computer, which calculates the time taken between compressing each cable, and therefore the speed of the vehicle.

Although a theme has run throughout this series of articles, warning of the difficulty in

challenging technological devices used in a prosecution, where the facts of the case raise questions or doubts, it is still possible. In a case in 1982, an appeal court decided that even though the trip wire equipment in that case appeared to be in working order and operated correctly, the motorist was acquitted, because the age of the lorry and the fact that it was driving around a bend, going uphill, cast doubt on the accuracy of the trip wire data that the lorry was speeding.

The cost of challenging this kind of evidence, and the small chances of success, dictate that it should be considered only if there is other evidence to cast real doubt on the accuracy of the equipment or the propriety of its operation, or if your licence and livelihood are at stake.

## Star ★ Letter

The writer of this month's star letter wins a triple function aluminium torch worth £23.



Next month's star letter will win a pocket multimeter worth £22.



in Britain – and this kind of foible would have been picked up when we properly test the car at a later date on familiar roads and carrying out more mundane, everyday tasks. On the subject of the spare wheel, while I totally agree that it is an essential piece of standard equipment, I can sympathise with car makers that leave it out, in the interests of saving weight, as the average alloy wheel and tyre weighs around 20 kilograms. That's a lot of weight to haul around on the basis that you may need it. The last time that I had a puncture

was almost five years ago, and it could be argued that I could have saved an awful lot of fuel in those five years had all the cars that I drove not had a spare and weighed less. Of course if the worst was to happen tomorrow and I picked up a puncture, I would want a spare in the boot, but I have a nagging feeling in the back of my mind that I could be saving fuel for five years or more, and instead call out breakdown assistance to get me back on the move again, if the worst was to happen.

Ian

# The Extra Mile

**T**his issue focuses on performance, and here we tackle the subject of whether, and how, electronic tuning of diesel engines for added performance delivers a fuel economy bonus, as many tuning companies claim. You may well wonder how you can get more power without burning more fuel, particularly if the whole objective is to go faster, and there are some bold claims of fuel economy gains, both from tuning companies and owners. But we're well aware that some tuning conversions can change key calibrations and generate falsely optimistic on-board computer mpg readings. So long-term, brim-to-brim, refuelling checks are the only way of substantiating true fuel economy improvements; but there's no doubt in our minds that many electronic conversions, both add-on boxes and software re-maps, can deliver real life economy gains of the order of around five per cent, or sometimes even better.

The gains are very much dependent on your motoring mix, and city dwellers who seldom see the open road will possibly struggle to see much improvement, as will many motorway drivers. Why is this? Well, the gains are mostly derived from taking advantage of improvements in the torque and power curves, not from any stunning gains in overall engine efficiency, because no such huge gains are available from standard engines that are already highly efficient. What good electronic tuning

offers is an improved delivery of torque, generally over a wider engine speed range, allowing you to use the higher gears, which are simply more fuel-efficient, more often. Some of the gains are arguably almost psychological, as the improved characteristics of a well-tuned engine almost lead the driver into driving more economically, with the need to drop down a gear for acceleration much reduced. But in stop-start low speed driving, and high-speed cruising, there's less scope to benefit from such potential fuel saving and the advantage of any increased performance potential is also limited by road conditions. Even so, a skilfully accomplished overtaking manoeuvre can often be performed more swiftly and safely in a suitable gear with a well-tuned engine, and yet use less fuel for the operation; it's something that can be very helpful if you're following a "stop-go" driver who is causing you to waste fuel. Much of the time though, when you may feel that your tuned engine is "raring to go", you'll be trickling along with the traffic flow, often in a higher gear than you might have previously selected, and simply using less fuel. But not every driver actually knows how best to drive a diesel car, and this is where the economy tuning offered by some tuners can be really effective. They generally tweak a standard performance tuning conversion to intentionally reduce the power and torque gains above a certain engine speed, maybe somewhere around the 3,000rpm plus

region; this way it suppresses the instinct of some drivers – maybe those brought up on petrol power – to over-rev the engine to the detriment of fuel economy. The power output and engine response will feel very strong, within the maximum torque band, such that there's no gain in hanging onto gears too long, and a real incentive then to stay in the purple patch where everything feels so good. That's how an economy tune should work and, with a relatively modest increase in maximum power, it's a great way of tuning an engine like a 2.0-litre common rail unit with 150bhp, or even more, as standard, where more significant increases in power are not that necessary.

Space doesn't allow us to go into detail here about how the tuning is done – that'll be covered in our special tuning issue later in the year – but much depends on the skills of the tuner, either in designing the electronics of an add-on box, or rewriting the ECU software, whilst staying within the original manufacturer's design limits that ensure that the basic strength of the engine remains uncompromised. Those who lean towards the economy side of motoring should not scorn the practice of engine tuning, because it can offer significant potential to go the extra mile whilst offering the enjoyment of greater engine flexibility, along with modestly improved outright performance on offer, when it's appropriate and safe to use it.

**Victor Harman** 



# Meals on Wheels

## MICKEY'S ROCK CAFÉ



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**01622 630009**  
**www.mickeysrockcafe.co.uk**  
**6.30am until late (usually 9pm)**

**T**he A249 that cuts through the Kent Downs between Maidstone and Sittingbourne, or more importantly between the M20 and M2, is a very busy road. Known locally as Detling Hill, it is a major access route that cuts a corner and shortens a trip between the M25 coming from the west, and the Channel ports. It is 40 miles from Dover, and so a handy stopping-off point for anyone hungry for a snack on a long trip.

There used to be a ubiquitous Little Chef on the site where this characterful little roadside eaterie, Mickey's Rock Café, now stands. This is the second Mickey's establishment – the original, run by Mickey himself – is alongside the A229 on the other side of Maidstone, and is notable for the squawking parrots in their cages that greet you at the entrance. This newer one is also a family establishment, run by Mickey's daughter, and is the jollier of the two. The café is vibrant with colour. All the

tables, chairs and lower walls are bright red, giving the place a warm aura. The rest of the décor is an eclectic mixture of cars and rock, with some cheery nationalism thrown in. There is a big picture of Elvis, murals of fabulous '50s American cars, motorbikes and guitars, alongside large Union Jacks.

Low walls, just above shoulder height, separate sections of the café to give a more intimate feel, and they are topped by model cars. Look up, and the ceiling is decorated with clusters of old vinyl record albums. While we were there, '50s rock and pop music played continuously, at a pleasant level that didn't dominate if you wanted to chat. The menu is typical café fare, everything from light bites of croissants and Danish pastries, through cheese-on-toast, hot dogs and 'The American Breakfast', to steaks, 'Surf and Turf' and chicken dishes. Typical fare is steak and eggs,

an 8-oz rump with a pile of scrambled eggs and hot buttered toast, at £8.50. Or there's three American pancakes with maple syrup at £3, or six for £5.50. For a healthier choice, a selection of fruit is just 90p.

Good coffee, friendly service and a memorable ambience make this a café worth visiting. We were served very quickly, but some complain on Trip Advisor that at busy times it can be a little slow. There's plenty to look at while you're waiting, though. **D**

Service	★★★★★
Ambience	★★★★★
Quality of food	★★★★★
Value for money	★★★★★

**DieselCar** verdict ★★★★★



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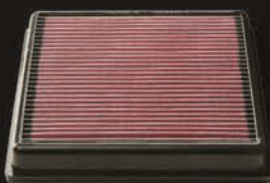


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M.R, Somerset - BMW 525SE (June 2014)



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# READER'S DRIVES

A love of British products meant that when Dan Chudleigh wanted to buy a classic van to use day-to-day, it meant there were only a few models to choose from. Adam Sloman catches up with the Dodge Spacevan fan.

## RETURN OF THE COMMER VAN MAN

**L**ong term readers might recall Dan Chudleigh, the Devon-based classic van fan restoring one of the few remaining diesel powered Commer campers. While the camper rescue continues, Dan's back with another van that started out life as a Commer 1500 FC when the model was first launched back in 1960, but this one's a little different. "I bought it at the end of the Summer" says Dan. "It came from Bath – it had been parked there for so long you can actually see it on Google Earth!"

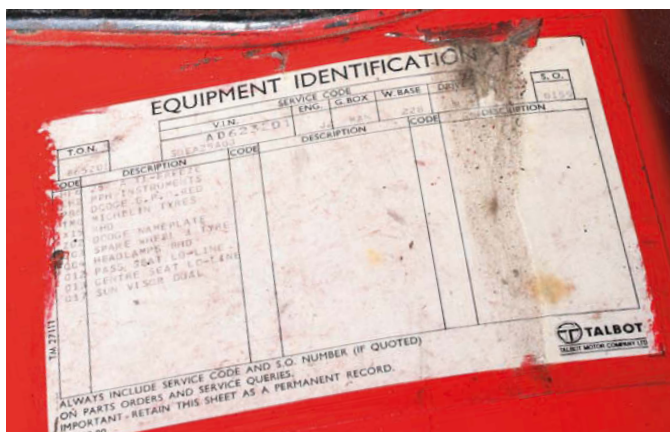
While Dan has owned his Camper for a good few years, this Dodge Spacevan has spent relatively little time on the road. "I'd only had it on the road for about eight months before I began restoring it, and that left me with an itch for driving one daily."

Dan is a regular poster on the Commer Van Fan forum and saw this example advertised on more than one occasion. "When I saw this advertised, the clincher for me was that it's a diesel. I kept an eye on it for a few months and it kept getting reposted. I eventually talked myself into taking a look at it, knowing full well once I had seen it I would want it!"

So Dan found a van he wanted, but found himself with an immediate issue to deal with before he could secure it. "I had no money and would need to sell my Range Rover Classic LSE to fund it. I explained all this to the seller and luckily it all turned out alright. My Range Rover went down to a new owner in Cornwall and that weekend I collected the van."



Dan's interest in Commer vans started when he was searching for a camper van, and being a huge fan of Triumph, it left him with only one option. A Standard Atlas van. The Atlas is a rare beast and one that was beyond Dan's reach. With no chance of finding one within his budget, or even finding one at all, he looked elsewhere at other British vans. "I found that Commer and Dodge vans were cheap and relatively easy to come by" notes Dan. "The fact the track on the front is narrower than on the back really appealed to my liking of odd design. The styling is interesting to me – they look stupid, and have a few nice bits of design like the door handles."



Many would have looked at Volkswagen vans, but this was never something Dan considered. "As strong a driving factor for also keeping it British is that I have a deep down dislike for VW vans. The sound, the drive, and the fact they are so common all just grates on me. I have driven a few and really disliked them. The amount of usable space in them is very small compared to my van. At least with the Dodge it has a proper engine and it's in the right place!"

Dan's particular van saw duty in and around London as part of the Postal Engineering Fleet. Built to the same specification as the iconic bright yellow British Telecom vans, the purpose of the Postal Engineering Fleet was to maintain post office sites and their pillar boxes – they were caretakers of post office property. The Post Office and British Telecom both ran significant fleets of Commer vans, so much so that in 1981 when Chrysler Europe were planning to end production, British Telecom placed a large enough order to keep them rolling down the lines for an extra year and a bit.

Once Dan's van reached retirement it moved to the Post Office transport museum. "I don't think it was ever displayed, but was just part of their collection" says Dan. "The museum lost funding and had to sell a lot of its collection off. My van was in a bad way, having been left outside. It was offered for sale, but never received any interest, and therefore it was given to the buyer of a Dodge minibus to use as spares." The van's new owner quickly realised that the van was in surprisingly good condition – far too good to be used for spares. After light restoration and a respray, it was back on the road.

The Dodge Spacevan bounced around a few owners until it arrived in Somerset. The last owner spent a lot of money converting it to a Perkins 4.108 diesel engine. He used all the right bits when doing this, as the powerplant was the official diesel option offered by Commer and Dodge. He had the engine fitted, then the van was MoT'd and parked on his driveway for two years.

Though the van had benefitted from significant investment with its previous owner, Dan still had plenty of work to do. "When I bought it there were a few issues with the installation of the engine that needed sorting out" he recalls. "Mainly it kept overheating, and this took a very long time to pin point. Eventually I found that the head wasn't torqued down". It has also been a bit of a fight to get into daily use due to problems with air leaks in the diesel system, and no end of starting problems. The strangest fault was that it would not go up any long hills, as it would stop sucking diesel up to the pump, and then cut out. After lots of head-scratching and plenty of research, Dan found he wasn't the only one using the van. "I eventually got to the bottom of this after being confused as to why I had clear jelly-like stuff on my fuel filler cap every time I put diesel into it". This turned out to be a diesel infection in the tank. The by-product of the micro-organisms was a substance that was blocking the fuel take-off pipe. It was so badly blocked, it was amazing it ran at all.

Dan has worked steadily to cure the van of its infestation and after a few month's solid work, the Spacevan is on the road once more and an active part of the classic car circuit in the South West. "The van gets lots of interest from ex-posties that tend to have a story about crashing one" says Dan. And like a lot of classics, people smile, wave, and sometimes inappropriately just point!

On the road the Dodge is interesting to say the least. The main thing you notice is that it is very slow, with the diesel engine only giving a top speed of 54mph. The engine is somewhat amazing though, with first, second and third gear as good as redundant, as the little Perkins lump produces so much torque. The narrow front track makes it feel rather unstable at times, so it could be a blessing that it is so slow. The brakes being drums all the way round aren't bad, but it's very easy to lock the wheels and then just slide. The rear traction





**The main thing you notice is that it is very slow, with the diesel engine only giving a top speed of 54mph.**



of the vehicle isn't good at all, and moving on anything other than dry tarmac is a struggle. Paving slabs carried in the back sit right over the axle, just to try and make moving away from rest more manageable. "All of the van's faults are appealing to me, though, I like the fact it keeps you on your toes at all times" says Dan.

But despite its sometimes 'challenging' behaviour, Dan continues to enjoy his Dodge. "It's a daily drive, so gets put to work. I have thrown anything and everything in the back of it. I have even used it to pull my caravan around, albeit slowly" remarks Dan.

But most of all, Dan says that it is tricky to keep it in

daily usable order, and in good show condition, too, but he thinks that he manages to strike a nice balance. The world of classic commercials is an interesting one, and Dan should be praised for keeping this increasingly rare piece of Britain on the road. Dan sums up ownership rather well: "The best thing about the van for me is the fact that no-one else has one, yet lots of people would like it. It's nice to have something individual, and it's also a tool that fits in with my needs day-to-day rather well."

**Adam Sloman** 

## LOOKING BACK IN HISTORY

What was familiar on UK roads as the Dodge Telecom van started out life as the Commer 1500 FC back in 1960, and was a cannibalisation of parts from the Rootes Group parts bin. It was the first van of its size to feature a diesel engine, originally a Perkins 4-99 unit, 1621cc in capacity, and producing 42bhp. The Series Two arrived a year later, while a Series Two A followed midway through 1963. September 1965 marked the occasion when the model became the PA 1500/2500 series, together with the introduction of a new diesel engine - the Perkins 4.108 unit, 1752cc in size. In August 1967, it morphed into the Commer PB, and in 1974 it was renamed again and became the Spacevan. But it wasn't until August 1976 that the long-running Commer badge was removed in favour of a Dodge one. A year later, an upgraded version of the Spacevan was launched, with a new production line installed at the Dunstable plant near Luton. The uprated Spacevan could be distinguished by a full width plastic front grille, a raised front bumper and a better arrangement for air to cool the engine. The Dodge was due to end production towards the end of 1981, but thanks to a substantial order from the GPO and British Telecom, the last Spacevan didn't actually roll off the production lines until 17th February 1983. By then, the company was owned by Peugeot and its place in the line-up was filled by the Talbot Express, part of a joint venture with Fiat.



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## TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More info can be found at [www.vosa.gov.uk/vosa/apps/recalls/](http://www.vosa.gov.uk/vosa/apps/recalls/).

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Ford EcoSport	Fuel may leak	30/04/2015	22/02/2013 to 22/02/2014
Jeep Wrangler	Electronic stability control may become disabled	24/04/2015	16/02/2010 to 19/07/2013
Mercedes-Benz C 200 BlueTec	Vehicle may shut down	14/05/2015	01/04/2014 to 28/02/2015
Mercedes-Benz CLS-Class	Fire may occur	23/03/2015	01/07/2012 to 31/12/2014
Mercedes-Benz E-Class	Fire may occur	23/03/2015	01/07/2012 to 31/12/2014
Renault Captur	Loss of braking efficiency	21/04/2015	01/01/2013 to 07/11/2014
SsangYong Kyrion	Loss of control	30/04/2015	01/06/2005 to 30/11/2010
SsangYong Rexton	Loss of control	30/04/2015	01/06/2005 to 30/11/2010
SsangYong Actyon	Loss of control	30/04/2015	01/06/2005 to 30/11/2010
Volkswagen Beetle	Fuel may leak resulting in a possible fire	20/04/2015	01/04/2014 to 31/08/2014
Volkswagen Touraeg Hybrid	Fuel may leak	20/04/2015	01/04/2011 to 30/04/2012

## DIESEL DEALS



### DACIA SANDERO MIDNIGHT dCi 90

2015 (15-plate), 15 miles

Price when new	£10,345
Price now	£9,000
Saving (discount)	£1,345 (13%)
Where	Arnold Clark Dacia, Warrington (01925 670879)

It's unusual to get a discount on a Dacia model, so this 13 per cent discount is extraordinary, especially on the great value Sandero Midnight. You'll have to like metallic grey paint, though.

## ELECTRIC AVENUE



### RENAULT TWIZY URBAN

2015 (15-plate), 50 miles

Price when new	£6,895
Price now	£4,999
Saving (discount)	£1,896 (27%)
Where	Lookers Renault, Chester (0844 659 4258)

Enormous fun in the dry, but with windows an optional extra, it may soon become a damp squib, literally. At £4,999 it's an absolute bargain and makes a good, local, second vehicle.

## SUB 100G/KM PETROL POWER



### PEUGEOT 208 ACCESS+ PURETECH 1.0 VTi

2015 (15-plate), 10 miles

Price when new	£11,445
Price now	£8,199
Saving (discount)	£3,246 (28%)
Where	Robins & Day, Nottingham (0115 774 8982)

A facelifted version arrives soon, but there are few changes that will make it worthwhile passing up this saving. A price tag of under £8,200 for a nearly new Peugeot 208 is an absolute snip.

## HYBRID OPTION



### PEUGEOT 3008 HYBRID4 ALLURE

2015 (15-plate), 50 miles

Price when new	£28,695
Price now	£21,950
Saving (discount)	£6,745 (23%)
Where	Olympic Cars, Stroud (01453 571922)

A spacious family vehicle that is not only tax free, but is also capable of achieving 80.6mpg in optimum conditions. Can operate in electric mode only, making it a great tool for the city.



# REMEMBER THIS RENAULT 9

The Renault 9 is often thought as a booted version of the 11, but in fact, it was the four-door saloon that came first, arriving in UK showrooms in March 1982. The diesel version was launched a year later, powered by a 54bhp 1.6-litre diesel engine, and wearing the 9 TD badge. Subsequent to that, the 11 hatchback joined the 9 saloon in showrooms in the following June. The Renault 9 didn't have a natural predecessor and was designed to fit between the 5 supermini and 14 hatchback, and was awarded the accolade of European car of the year in 1982. Three years later, the 9 received its first facelift, including the twin headlight arrangement of the 11 hatchback, giving it a more distinctive look. In January 1986 a special edition 9 Broadway was launched, and at the 1986 Birmingham motor show in October, the 9 received the second facelift of its life, with a smoother front end and smoked rear lights. There are just seven examples of the Renault 9 surviving in the UK – three TD editions and four of the special edition Broadway. In addition, there are a couple of other examples registered as a SORN with the DVLA which are in any unknown condition.

# 7

## DIESELS REMAINING



# AUCTION WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

## MANHEIM AUCTIONS, BIRMINGHAM

MAY 2015

YEAR/PLATE MODEL	CO <sub>2</sub> G/KM	COLOUR	MILEAGE	PRICE £
2008/58 Alfa Romeo GT 1.9 JTDM Cloverleaf	165	Black	63,802	£4,300
2012/12 Audi A1 S line 1.6 TDI 3-door	105	White	30,828	£11,650
2009/09 Audi A3 Sportback 1.9 TDiE Sport	119	Black	74,697	£6,650
2010/60 Audi A5 Coupé S line Special Edition 3.0 TDI quattro Automatic	174	Grey	53,499	£15,100
2010/59 Audi A6 Le Mans 2.0 TDI 170	149	Grey	93,348	£7,800
2010/10 Audi A8 Sport 3.0 TDI quattro Automatic	224	Black	49,173	£14,500
2008/58 Audi TT Roadster 2.0 TDI quattro	144	Black	81,290	£10,500
2012/12 BMW 116d Sport 5-door	117	Blue	76,682	£8,900
2010/10 BMW 320d M Sport Coupé	125	Grey	19,184	£13,400
2006/06 BMW 520d SE	158	Black	83,007	£3,650
2006/56 BMW X5 Sport Exclusive Edition 3.0d Automatic	250	Blue	81,988	£8,400
2009/09 Citroën Berlingo Multispace XTR 1.6 HDi 90	150	Grey	64,621	£4,400
2010/60 Citroën C3 Picasso VTR+ 1.6 HDi	119	Silver	27,466	£4,600
2008/08 Citroën C4 VTR+ 1.6 HDi 16V	128	Silver	93,726	£1,650
2011/61 Citroën C5 Tourer VTR+ Nav 2.0 HDi 160	149	Silver	17,714	£9,050
2012/12 Citroën DS3 DSpace Plus 1.6 e-HDi 110 Airdream	101	Yellow	38,855	£7,750
2009/59 Fiat Grande Punto Eleganza 1.3 Multijet 5-door	119	Black	33,263	£3,250
2008/58 Fiat Panda Cross 1.3 Multijet 4x4	136	Beige	46,227	£4,350
2009/09 Ford Fiesta Titanium 1.4 TDCi 5-door	110	Blue	22,558	£5,300
2012/62 Ford Focus Titanium 2.0 TDCi PowerShift	139	Silver	11,404	£9,500
2008/58 Ford Kuga Zetec 2.0 TDCi	169	Silver	68,578	£7,200
2011/11 Ford Mondeo Titanium X 2.0 TDCi (163) PowerShift	149	Blue	40,453	£8,800
2008/08 Ford S-MAX Zetec 2.0 TDCi	169	Silver	90,570	£4,700
2009/59 Honda Accord Tourer 2.2 i-DETEC EX	155	Black	87,720	£6,100
2010/10 Honda Civic 2.2 i-CTDi ES 5-door	139	Silver	85,731	£4,250
2010/10 Hyundai i30 Edition 1.6 CRDi 5-door	119	Silver	93,329	£3,100
2011/11 Hyundai ix35 Premium 1.7 CRDi 2WD	139	Black	38,774	£10,200
2007/57 Jaguar S-Type SE 2.7 TDV6	179	Silver	65,958	£5,400
2010/60 Jaguar XF 3.0 V6 Diesel Luxury Automatic	179	Red	36,725	£12,400
2007/57 Jeep Patriot 2.0 CRD Sport	180	Black	83,496	£3,000
2009/59 Kia cee'd SW 3 1.6 CRDi Automatic	154	Black	50,985	£3,800
2010/60 Kia Sorento KX-3 2.2 CRDi	177	Silver	23,875	£13,600
2011/61 Land Rover Discovery Landmark 3.0 SDV6 Automatic	244	Grey	41,075	£28,000
2007/07 Lexus IS 220d SE-L	168	Silver	93,629	£4,650
2009/09 Mazda6 Estate SL 2.2 Diesel (185)	152	Blue	77,503	£4,500
2010/60 Mercedes-Benz B 200 CDI Sport Automatic	164	Blue	17,296	£10,100
2008/58 Mercedes-Benz C 200 CDI Sport Automatic	183	Silver	30,174	£10,600
2007/57 Mercedes-Benz GL 320 CDI Automatic	264	Black	64,769	£14,400
2010/10 Mercedes-Benz S 350 L CDI BlueEfficiency Automatic	204	Silver	93,695	£14,500
2010/59 MINI Clubman Cooper D	109	White	82,248	£5,450
2011/61 MINI Countryman Cooper SD ALL4	130	Blue	43,662	£11,050
2008/08 Mitsubishi Shogun 3.2 DI-D Equippe LWB Automatic	280	Silver	84,004	£4,850
2012/12 Nissan Juke Acenta Sport 1.5 dCi	129	White	28,259	£8,500
2009/59 Nissan Note n-tec 1.5 dCi 86	115	Red	54,956	£4,050
2007/07 Nissan Qashqai Acenta 1.5 dCi	145	Red	81,042	£4,100
2007/57 Nissan X-Trail Aventura Explorer 2.0 dCi 150	190	Silver	89,838	£6,300
2009/58 Peugeot 207 SE Premium 1.6 HDi 90 5-door	117	Black	76,368	£2,500
2009/09 Peugeot 308 SW Sport 1.6 HDi 110 5-door	139	Silver	20,618	£4,900
2011/61 Peugeot RCZ GT 2.0 HDi 163	139	White	38,338	£11,950
2012/12 Range Rover Evoque SD4 Dynamic Lux Automatic 5-door	174	Grey	19,985	£29,000
2010/60 Range Rover Sport 3.0 TDV6 SE Automatic	245	Grey	31,428	£22,500
2009/59 Renault Megane Coupé Dynamique 1.9 dCi 130	134	Black	35,182	£4,500
2009/09 Renault Modus Dynamique 1.5 dCi 86	119	Silver	63,661	£2,400
2011/11 Saab 9-3 Sportwagon Turbo Edition 1.9 TTiD 160	122	Black	48,331	£6,600
2010/10 SEAT Ibiza Ecomotive 1.4 TDI 5-door	98	Grey	60,696	£3,500
2010/10 SEAT Ibiza SC FR 2.0 TDI CR	119	White	65,459	£5,000
2011/61 SEAT Leon S Emocion 1.6 TDI CR	109	Grey	95,702	£4,250
2010/10 Skoda Octavia vRS 2.0 TDI CR	150	Blue	67,527	£7,750
2009/09 Suzuki Grand Vitara 1.9 DDiS 5-door	191	Black	81,755	£4,450
2008/58 Toyota Auris SR180 2.2 D-4D 5-door	164	Grey	58,101	£3,750
2011/11 Toyota Avensis Tourer TR Nav 2.0 D-4D	140	Blue	43,681	£7,800
2008/58 Toyota RAV4 XT-R 2.2 D-4D	173	Black	49,689	£6,825
2010/10 Toyota Yaris TR 1.4 D-4D 5-door	110	Black	33,501	£4,900
2011/61 Vauxhall Corsa Limited Edition 1.3 CDTi ecoFLEX (75) 3-door	110	White	24,907	£5,350
2010/60 Vauxhall Insignia SRI 2.0 CDTi (160) 5-door	144	Grey	39,534	£6,500
2008/08 Vauxhall Meriva Breeze 1.3 CDTi 16v	135	Black	57,736	£2,475
2007/07 Vauxhall Vectra Exclusiv 1.9 CDTi 16v (150) Automatic	186	Silver	66,218	£2,050
2010/60 Vauxhall Zafira Elite 1.9 CDTi Auto	186	Blue	27,806	£5,150
2009/59 Volkswagen Golf Plus SE 1.6 TDI	126	Black	58,613	£5,700
2007/57 Volkswagen Jetta SE 2.0 TDI PD (140) DSG Automatic	168	Blue	63,502	£3,400
2009/09 Volkswagen Passat CC GT 2.0 TDI (170) DSG Automatic	159	Brown	70,684	£7,600
2006/56 Volkswagen Passat Estate Sport 2.0 TDI (170)	173	Silver	77,864	£3,650
2004/54 Volkswagen Polo Sport 1.9 TDI PD 100 3-door	135	Black	88,893	£1,050
2009/59 Volvo C30 1.6D DRIVE S	115	Blue	22,085	£5,500
2007/57 Volvo XC90 D5 AWD SE Lux Automatic	239	Blue	95,896	£8,600

## VOLKSWAGEN GOLF GTD

# 2009 TO 2013

## FROM £8,800



### TECHNICAL SPECIFICATIONS

Made in	Wolfsburg, Germany
Configuration	3-door and 5-door hatchback, 5-seats, front-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with particulate filter
Transmission	6-speed manual or 6-speed DSG twin-clutch automatic
Power output	168bhp @ 4,200rpm
Maximum torque	258lb ft @ 1,750-2,500rpm
Top speed/0-62mph:	
Manual	138mph/8.1secs
Automatic	136mph/8.1secs
Fuel tank size	55 litres
Insurance group	30
Size (length/width with mirrors)	4,213/2,048mm
Boot space (minimum/maximum)	350/1,305 litres
Kerb/max towing weigh	
Manual 3-door	1,409/1,500kg
Manual 5-door	1,439/1,500kg
Automatic 3-door	1,431/1,500kg
Automatic 5-door	1,461/1,500kg
Euro NCAP safety rating	★★★★★

Everyone's heard of the Volkswagen Golf GTI, with a rich history that spans 40 years, ever since the first concept car went on show at the 1975 Frankfurt motor show. Less well known is what amounts to the equivalent car for diesel lovers, the Golf GTD, which made its debut in early 2009, boasting a 168bhp 2.0-litre TDI common-rail diesel engine. Visually, it took its styling cues from the legendary GTI, except where red piping emphasised the petrol car's sporting potential, the GTD boasted more subtle silver trim instead. Lowered by 15 millimetres compared to a standard Golf, the GTD features the same honeycomb front grille and bumper as the Mark 6 GTI, and even features the GTD logo in the

same font as it is on the GTI. 17-inch alloy wheels complete the dynamic upgrades, with the option of larger 18-inch wheels at extra cost.

The Golf GTD made its debut at the Leipzig motor show, around six months after the cooking versions of the Golf were on show. On offer with a choice of three- or five-door hatchback bodystyles, and with a six-speed manual or six-speed DSG twin-clutch automatic transmission, four versions were sold throughout the model life of the Golf Mark 6. Prices were announced in April 2009, and the first examples arrived on UK shores a couple of months later. Improvements to the CO<sub>2</sub> emissions and fuel economy occurred in May 2010, and an uplift in specification

### MODEL HISTORY

KEY DATES AT A GLANCE	
October 2008	The sixth generation Golf is revealed at the Paris motor show.
January 2009	First customers take delivery, as the Golf Mark 6 lands on UK soil.
March 2009	At the Leipzig motor show, Volkswagen takes the wraps off the new Golf GTD.
April 2009	Golf GTD prices announced.
June 2009	The first examples arrive in showrooms.
October 2011	Full leather upholstery becomes standard equipment.
September 2012	Mark 7 Golf unveiled at the Paris motor show, ahead of its arrival in the UK in January 2013.

TRIM/ENGINE	DATES FROM/TO	CO <sub>2</sub> EMISSIONS (TAX BAND)	ECONOMY (URBAN/EXTRA URBAN/COMBINED)	MAXIMUM RANGE
GTD 2.0 TDI	Launch to May 2010	139g/km (E)	40.4/65.7/53.3mpg	645 miles
GTD 2.0 TDI	May 2010 to January 2013	134g/km (E)	43.5/65.7/55.4mpg	670 miles
GTD 2.0 TDI Automatic	Launch to May 2010	147g/km (F)	39.2/60.1/50.4mpg	610 miles
GTD 2.0 TDI Automatic	May 2010 to January 2013	142g/km (F)	40.9/61.4/52.3mpg	633 miles





in October 2011 meant that leather upholstery became standard equipment.

All GTDs came with dual-zone climate control, automatic headlights and wipers, rear privacy glass, electric windows all round, seven airbags and electronic stability programme, with key optional extras including adaptive chassis control, bi-Xenon headlights, cruise control, parking sensors and satellite navigation. The adaptive chassis control in particular allows drivers to choose between three settings – normal, comfort or sport – with alterations made to the suspension, steering and throttle responses.

## OWNING

Not entirely unexpectedly, Volkswagen dealers sold more examples of the Golf GTD than the GTI during its time on sale. The blend of low CO<sub>2</sub> emissions, official fuel economy figures of 50mpg plus, punchy performance and the dynamic, good looks of the Golf GTI were a compelling package, particularly for business users. More than three quarters of the models sold were the more practical five-door editions, while DSG automatic transmission versions accounted for approximately 30 per cent of all sales. While the Golf GTI features a tartan cloth

## CARS WE FOUND

### FRANCHISED VOLKSWAGEN DEALER

<b>Model</b>	Golf GTD 2.0 TDI DSG Automatic 3-door
<b>Year/plate</b>	2012/12
<b>Colour</b>	Metallic grey
<b>Mileage</b>	54,990 miles
<b>Price</b>	£14,995
<b>Contact</b>	Sinclair Volkswagen, Newport (01633 371803) <a href="http://www.sinclairvolkswagen.co.uk">www.sinclairvolkswagen.co.uk</a>

### FRANCHISED PEUGEOT DEALER

<b>Model</b>	Golf GTD 2.0 TDI 5-door
<b>Year/plate</b>	2009/09
<b>Colour</b>	Metallic grey
<b>Mileage</b>	88,128 miles
<b>Price</b>	£10,791
<b>Contact</b>	Evans Halshaw, Wakefield (01924 434207) <a href="http://www.evanshalshaw.com">www.evanshalshaw.com</a>

### USED CAR SPECIALIST

<b>Model</b>	Golf GTD 2.0 TDI 5-door
<b>Year/plate</b>	2011/11
<b>Colour</b>	Red
<b>Mileage</b>	110,000 miles
<b>Price</b>	£9,995
<b>Contact</b>	The Roxburghe Group, Birmingham (0121 313 1555) <a href="http://www.theroxburghegroup.com">www.theroxburghegroup.com</a>

with red stripes, the GTD has the same pattern, but with silver stripes, mirroring the exterior of the car.

Out on the road, the 2.0-litre TDI engine delivers sparkling performance, with the acceleration dash to 62mph achieved in a smidgeon over eight seconds. But it's the huge amount of mid-range torque that impresses most, making the GTD feel seriously quick, particularly when



## RECALLS

**14th December 2009** From the beginning of production up until the end of August 2009, DSG-automatic transmission equipped cars may have suffered with the clutch engaging inadvertently, which would result in loss of drive. All the affected vehicles were recalled and the gearbox control unit was reprogrammed.

**15th December 2011** On cars built from start of production until 15th December 2011, there could have been issues with leaks on the high pressure pipes due to a faulty material. Anti-vibration balance weights were fitted to the recalled vehicles.

*When buying your new car, make sure that these recalls have been implemented. Usually there is a note in the service book, but if there isn't, you should check with your local main dealer. Don't be alarmed that the car has been recalled, as it's a sign that the car manufacturer takes its responsibilities seriously and constantly monitors the performance of its vehicles, correcting anything that isn't quite to the specification that they had hoped it would be.*

## PARTS PRICES

Air Filter	£19.23
Battery	£117.81
Brake discs - front (each)	£72.22
Brake discs - rear (each)	£43.04
Brake pads - front (pair)	£70.64
Brake pads - rear (pair)	£43.43
EGR valve	£244.92
Fuel filter	£31.83
Headlight	£168.98
MAF sensor	£134.04
Oil filter	£8.12
Rear light cluster	£69.78
Windscreen wipers (pair)	£31.23

*All prices quoted are for Volkswagen approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.*

making fast overtaking manoeuvres. It's comfortable on the motorway at cruising speeds, and equally at home trickling around town. There's a huge amount of grip, tidy handling and great body control through the bends, while ride comfort is on the firm side, but rarely uncomfortable. The cabin of the Golf is a lesson in



classiness, with high quality materials used throughout that feel like they will stand up to whatever a family will throw at it. There's a decent amount of space, both front and back, and the boot is well up to class standards, with the ability to fold the seats down in a 60/40 fashion to extend the available space further. Neat features include a swivelling Volkswagen badge that doubles up as the boot release, and also houses the reversing camera, if fitted. Inside, a flat-bottomed steering wheel bearing the GTD logo gives a sporty aura and is great to hold, while the metal pedals inject a further dose of dynamism.

## RUNNING COSTS

Maintenance requirements are entirely dependent on driving style and mileage covered, and all assessed by the car's on-board computer. So servicing may be required as late as 16,000 miles if you mainly cover motorway mileage, but in high-stress stop-start motoring, you'll need to pay a visit to the garage a lot earlier. For cars that are expected to cover less than 10,000 miles a year, Volkswagen does offer a time and distance-style servicing schedule, with maintenance due every year

or 10,000 miles, whichever arrives first. Volkswagen dealers aren't known for being cheap, so shop around mercilessly for the best price, or seek out a reliable specialist that knows the Golf inside out, particularly the 2.0-litre common-rail TDI unit. For owners of cars that are more than four years old, Volkswagen offers a cheaper route to buying original parts thanks to its economy parts programme. It means that the cost of a new battery drops from £117.81 to £84.83, for example, and front brake pads to £49.06, rather than £70.64. But as all examples of the Golf GTD will be outside of the original three-year manufacturer's warranty, there's actually no need to utilise original parts at all, though as this car is a performance machine, you'll want to select the best items possible to ensure your own safety. Early GTDs with the manual gearbox were a couple of miles per gallon more thirsty than the May 2010 onwards cars, but even so, you'll be looking at achieving around 40mpg in everyday mixed motoring, and a little more if you're easy with your right foot. Despite the DSG automatic transmission versions delivering official fuel economy figures a few mpg less

## PRICES

	2009/09 72,000 MILES	2009/59 66,000 MILES	2010/10 60,000 MILES	2010/60 54,000 MILES	2011/11 48,000 MILES	2011/61 42,000 MILES	2012/12 36,000 MILES	2012/62 30,000 MILES	2013/13 24,000 MILES	
<b>GTD 2.0 TDI 3-DOOR</b>	£8,800 £9,400 £10,100 £10,900	£9,000 £9,700 £10,300 £11,300	£10,100 £10,900 £11,500 £12,500	£10,400 £11,200 £11,800 £12,700	£11,700 £12,500 £13,200 £14,000	£12,100 £12,900 £13,700 £14,500	£13,600 £14,500 £15,300 £16,000	£14,100 £15,200 £16,100 £16,800	£15,900 £16,800 £17,800 £18,500	Trade-in Private sale Independent dealer Franchised dealer
<b>GTD 2.0 TDI 5-DOOR</b>	£8,900 £9,500 £10,200 £11,100	£9,100 £9,800 £10,400 £11,400	£10,300 £11,000 £11,700 £12,600	£10,600 £11,300 £12,000 £12,900	£11,900 £12,700 £13,400 £14,200	£12,200 £13,100 £13,900 £14,700	£14,000 £14,900 £15,800 £16,500	£14,300 £15,400 £16,300 £17,000	£16,100 £17,100 £18,000 £18,700	Trade-in Private sale Independent dealer Franchised dealer
<b>GTD 2.0 TDI DSG AUTOMATIC 3-DOOR</b>	£9,000 £9,700 £10,300 £11,200	£9,200 £10,000 £10,600 £11,600	£10,400 £11,200 £11,800 £12,800	£10,700 £11,500 £12,200 £13,100	£12,100 £12,900 £13,600 £14,400	£12,400 £13,300 £14,100 £14,900	£13,800 £14,700 £15,500 £16,200	£14,600 £15,700 £16,600 £17,300	£16,400 £17,300 £18,300 £19,000	Trade-in Private sale Independent dealer Franchised dealer
<b>GTD 2.0 TDI DSG AUTOMATIC 5-DOOR</b>	£9,100 £9,800 £10,500 £11,400	£9,400 £10,100 £10,700 £11,800	£10,600 £11,300 £12,000 £13,000	£10,900 £11,700 £12,300 £13,300	£12,200 £13,100 £13,800 £14,600	£12,600 £13,500 £14,300 £15,100	£14,200 £15,200 £16,000 £16,700	£14,800 £15,900 £16,800 £17,500	£16,600 £17,600 £18,500 £19,300	Trade-in Private sale Independent dealer Franchised dealer

*All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally and has been fully maintained using the manufacturer's original parts with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the values accordingly.*



## DIESEL CAR ROAD TESTS

The Volkswagen Golf GTD has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

Golf GTD 2.0 TDI 5-door	Issue 263	October 2009
Golf GTD 2.0 TDI DSG Automatic 3-door	Issue 264	November 2009


than the manual variants, you're likely to see little difference day-to-day. On the insurance front, all editions of the Golf GTD fall into group 30, a four group saving compared to the petrol-engined GTI. The annual vehicle excise duty bill will amount to £130 for manual gearbox cars, while the DSG automatic versions weigh in at £145

per annum, with no difference for the year of manufacture.

### DOCTOR DIESEL SAYS

Often thought of as "the thinking man's GTI" but nevertheless derided by some sad "petrolheads", the 168bhp GTD is a fast, robust, and economical GTI alternative that

has very few inherent faults. Check the seats over, particularly the driver's seat, for signs of wear, as replacement and/or repair can be costly. Inspect the paintwork all over for any signs of any poorly repaired body damage, particularly at the front end, and the windscreen for signs of stone chips. Trapped water problems can occur when drainage holes in any of the doors become blocked, particularly on cars habitually parked on a gradient, so this is worth checking out.

Make sure that the tyres don't exhibit any signs of uneven wear, and the alloys for any signs of kerbing, and don't buy any GTD fitted with dubious quality tyres. Some owners fit 225/50/17 tyres to replace the standard 225/45/17s, in search of a softer ride, although this is probably a modification that needs clearing with your insurer, so check the tyre size fitted on any car you're inspecting. Optional 18-inch wheels with 225/40/18 tyres give a significantly firmer ride, and work best when paired with the desirable option of Adaptive Chassis Control (ACC), which allows you to select a 'comfort' setting when taking Granny to church, and return to either 'normal' or 'sport' in other situations. It's also worth a quick visual check for any brake disc wear and corrosion, where you should see a nice bright shiny ring, not a patchy mixture of rust and circular grooves. Listen out for rear end rattles – usually on bumpy roads – which may come from worn top joints on the multi-link rear suspension, which can occur after a good mileage has been recorded. The DSG twin-clutch automatic transmission was fitted to many GTDs, and fortunately it's the more robust, oil bath clutch, six-speed system with a high torque capacity, not the more fragile and troublesome dry clutch seven-speed type of lesser Golfs. But run the engine enthusiastically through the gears on your test run, then trickle it along slowly as you might in heavy traffic, and check for smooth ratio changes and no raggedness or suggestions of driveline snatch. If you want the best Golf GTD that money can buy, don't buy one without a full Volkswagen service history, or from anywhere but a Volkswagen main dealer. If you do buy from a used car dealer, make sure that they're offering a solid 12-months warranty so you've got better protection if anything goes wrong. 



## TUNING


Here we highlight the kind of results that can be achieved when tuning the 2.0-litre engine in the Volkswagen Golf GTD, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy


or extra oomph for towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.


COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL	COST
BLUE SPARK AUTOMOTIVE	www.bluesparkautomotive.com	01388 606233	Pro with Boost control	218bhp 329lb ft	£279.99
			Pro	209bhp 316lb ft	£199.99
			CR Tech 2	193bhp 297lb ft	£149.99
CELTIC TUNING	www.celtictuning.co.uk	01726 892873	Stage 1	224bhp 311lb ft	£295 to £360
EVOLUTION CHIPS	www.evolutionchips.co.uk	01253 508400	-	202bhp 306lb ft	£299
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	192bhp 288lb ft	£450
			V-CR Advantage II	198bhp 297lb ft	£510
VARRA	www.varratuning.co.uk	0800 612 0445	-	195bhp 291lb ft	£299

## USEFUL CONTACTS

### Volkswagen UK

 [www.facebook.com/volkswagen](https://www.facebook.com/volkswagen)

 @VWUKHelp

 0800 333 666

Website [www.volkswagen.co.uk](http://www.volkswagen.co.uk)

Volkswagen Forum [www.volkswagenforum.co.uk](http://www.volkswagenforum.co.uk)

Volkswagen Owners Club

[www.volkswagenownersclub.com](http://www.volkswagenownersclub.com)

VW/Audi Forum [www.vwaudiforum.co.uk](http://www.vwaudiforum.co.uk)

# ARE YOU AS SMART AS YOU THINK?

If you like collecting friends on Facebook, and are an avid used car buyer, then try to nab one who's a bodywork specialist. Their skilled eyes can spot a simple repair from ten paces that would go undetected to the average motorist. Pound-to-a-penny that the next car you buy will have had some kind of rectification too; it's said that one in eight cars have been in some form of accident, and that's not counting localised smart repairs to bumpers – the most popular damage of them all.

According to leading smart repairer ChipsAway, bumper refurbishments account for 80 per cent of its work, the remainder being minor dents and alloy wheel repairs, all taken care of by its 300-odd mobile technicians and 40 dedicated body shop centres. Celebrating its 21st birthday this year, all repairs carry a lifetime guarantee for as long as the customer owns the vehicle. And that's reassuring, because the days of effecting a respectable repair with an aerosol can are all but gone, as it's virtually impossible to get an exact paint match due to so many variations of just one particular shade being available – and that's not simply true for just metallic hues either. ChipsAway relies on a James Bond-sounding 'Colour Spectrometer' machine which is placed on the bodywork, to take a snapshot of the finish, before downloading its findings onto a laptop, which then comes up with a list of suggested best matches.

The death of do-it-yourself repairs is just one of the reasons why many dealers would sooner leave a wound alone, rather than try to 'blow it over' which would create a bigger eyesore. Another is that motorists fail to grasp the cost of even a minor repair, due to material prices and the amount of labour involved. So while they think that they have netted a good deal by bartering a few quid off the screen price of a used car to get it sorted themselves, in reality they may be paying more than if they allowed the dealer to get it done instead at trade rates. Prices will vary according to location, but as an example, ChipsAway says a typical bumper scuff (which on average takes 2.5 hours to fettle) costs around £130 per repair, but in many cases, on older vehicles, other deterioration will be found and it's better to have the entire bumper sprayed for around £250. A scraped door mirror can cost £80, which is also the same going rate for a kerbed alloy wheel – all typical used car scars. And it's interesting to note that the South



**...a typical bumper scuff costs around £130 per repair...**

Essex branch we spoke to claimed that 99 per cent of its work came from private car owners, and not local dealers.

Is it prudent to have your old car smartened up before trading it in? It depends upon the age and value of your old car, and the kind of damage that is present. Check out online used car websites to gauge the kind of value that you can expect for your car, and look at similar cars that are in a less than perfect condition. Then get a price for the remedial work and assess whether you'll be quids in getting it sorted out, or better off leaving it for dealer to resolve at a later date. Bear in mind that the garage may assume that a few dents here and there equates to a less than loved machine, so will want to knock off plenty of cash to be on the safe side. Interestingly, private buyers seem to be quite sensitive to knocks and scrapes, so if you choose to sell it yourself, then be prepared for prospective buyers to umm and arr, trying to haggle some kind of discount off the asking price.

Finally, be careful killing your new second-hand car with kindness. Regular washing is always a good thing, but according to one paint expert we spoke to, the high power jet washers used by many of these £5 car wash emporiums are pretty hostile to car paints and can drive grit into the surface rather than clear it off.

**Alan Anderson** 





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# NEXT ISSUE

ON SALE 9TH JULY 2015

## FIRST TEST



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## FIRST UK TEST



**MAZDA CX-3**

*Baby crossover tested on British roads*

## FIRST UK TEST



**FORD GALAXY**

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## USED CAR BUYER'S GUIDE



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*Second hand buying advice on Volvo's sexy drop-top*

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# TECHNICAL TIE-UP FOR TOYOTA AND MAZDA

**T**wo of the best known Japanese car makers have signed an agreement to develop a long-term partnership. Toyota Motor Corporation and Mazda Motor Corporation inked a deal to make use of each other's specialist know how and technologies to enhance their respective products.

The two firms have already co-operated in the past, with Mazda now licensing hybrid technology from Toyota, as well as building compact cars at the firm's plant in Mexico for Toyota. The new deal will seek to make use of the resources of both companies, to complement and enhance the cars of both brands, resulting in more attractive cars for customers to buy. A joint committee will be established to explore each company's strengths, developing collaborations across a wide range of different areas, including advanced safety and environmental technologies. It is understood that Toyota is most interested in Mazda's highly efficient SkyActiv drivetrains, while Mazda is eyeing up Toyota's experience in plug-in hybrid and fuel-cell technology.

At the signing ceremony, Toyota President Akio Toyoda said: "As evidenced by their SkyActiv technologies and Kodo Soul of Motion design, Mazda has proven that it always thinks of what is coming next for vehicles and technology, while still managing to stay true to its basic carmaking roots. In this way, Mazda very much practises what Toyota holds dear: making ever-better cars. I am delighted that our two companies can share the same vision and work together to make cars better. I can think of nothing more wonderful than showing the world, together, that the next 100 years of cars will be just as fun as the first."

Mazda's President and CEO Masamichi Kogai added: "Toyota is a company that has shown steadfast resolve in acting responsibly on global environmental issues and the future of manufacturing as a whole. I also have tremendous respect for Toyota's dedication in its pursuit of ever-better cars through ongoing innovation. Furthermore, Mazda identifies with the way Toyota cherishes its roots and all of the communities it is involved in. It is no wonder they are held in great esteem in return. I hope that by working together to make cars better, we can raise the value of cars in the eyes of consumers, while also enhancing the manufacturing capabilities of our home, Hiroshima, and all the communities we are involved in as well." 



**The two firms have already co-operated in the past, with Mazda now licensing hybrid technology from Toyota, as well as building compact cars at the firm's plant in Mexico for Toyota.**



# MOTORING MORSELS

Registrations of alternative fuel vehicles rose by 28.8 per cent in the first quarter of 2015 according to figures by **ACEA (EUROPEAN AUTOMOBILE MANUFACTURERS ASSOCIATION)**.

More than £200 million is being invested in a new range of luxury cars by **ASTON MARTIN**, including a production version of the all-electric DBX concept revealed at Geneva.

As part of a continued expansion of its model range, **AUDI** has confirmed that a new sporty SUV with electric drive will go on sale in 2018. It is rumoured that it will wear the Q8 nameplate.

Visa Europe has become an official sponsor of the FIA Formula E championship joining Julius Bär, **MICHELIN**, TAG Heuer, **RENAULT**, Qualcomm, DHL and **BMW i**.

Darts player Phil 'the power' Taylor has taken delivery of a **MITSUBISHI** Outlander PHEV in a year long association with his local dealer, Holdcroft in Stoke-on-Trent.

The **MITSUBISHI** Outlander Plug-in Hybrid Electric Vehicle has been awarded the title of 'Best Ultra Low Emission Vehicle' in the annual Fleet World Honours.

As part of its sponsorship of the UEFA Champions League, **NISSAN** supplied 100 electric vehicles, including the Leaf and e-NV200, for the Berlin-based football final.

St-Austell-based C&C Taxis is celebrating covering 100,000 miles in its first all-electric **NISSAN** Leaf which first entered service in July 2013. They now have six examples on their fleet.

A global recall for the **PORSCHE** 918 Spyder Hybrid affects 47 vehicles in the UK and will mean the examination and re-routing of the wiring harness for the radiator fan.

Electricity generated using solar panels and stored in battery packs that once powered the **TOYOTA** Camry Hybrid are being used at the Yellowstone National Park in Wyoming, USA.

Production of the **TOYOTA** Prius Plug-In Hybrid is set to end this month, with its replacement not due to arrive in showrooms until next year, alongside a replacement for the regular Prius.

**TOYOTA** says that it is aiming for 40 per cent thermal efficiency for the next generation Prius' engine, making it the most efficient production petrol powerplant in the world.

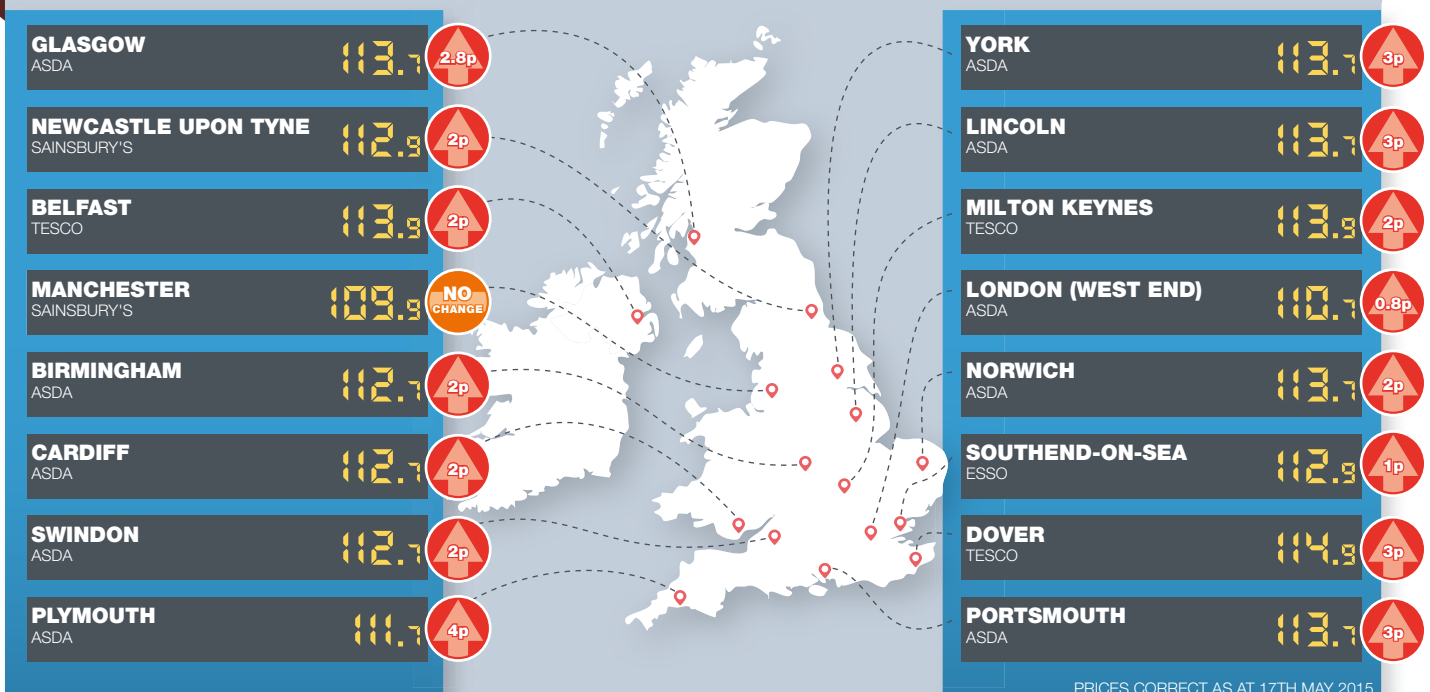
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Like us on Facebook at [www.facebook.com/DieselCar](http://www.facebook.com/DieselCar) to get the latest news and follow us on Twitter @DieselCarOnline

## FUEL PRICES



With the cost of petrol making up a significant part of a car's running costs, Eco Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **E**



PRICES CORRECT AS AT 17TH MAY 2015

## WHAT'S NEW

## CITROËN

A selection of new models join Citroën's C1 range this month, with the latest PureTech 82 1.2-litre engine for the mid-range Feel trim level, a pair of new flagship Flair Edition models, together with an Aircscape Feel Edition boasting the more powerful 1.2-litre PureTech 82 powerplant. The latter replaces a model featuring the 68bhp 1.0-litre VTi engine, and is priced at £11,545 – just £200 more than the standard Aircscape Feel model. It combines the open-air soft-top roof with a five-door bodystyle, and features a whole host of additional features over and above the standard car, including 15-inch alloy wheels, a rev counter, wheel centre caps that match the colour of the roof, sunrise red zebra-style B-pillar stickers and the same bright hue for the centre console and gearknob. A pair

of Feel trimmed models come powered with the punchier 1.2-litre PureTech engine, with the three-door edition costing £9,945 and the five-door version costing £10,345. The extra zip costs an additional £350 compared to the 1.0-litre unit. And at the top of the C1 range, there's new Flair Edition models, both powered by the 82bhp 1.2-litre PureTech engines and costing £12,015 for the three-door and £400 more for an extra pair of doors. Costing a whopping £1,380 more than the standard version of the Flair, the Flair Edition features a dual-tone roof, chrome door mirrors, keyless entry and start, climate control and black leather upholstery. All of the new models are available to order now.



## PEUGEOT

A summer special edition to celebrate Peugeot's long-running partnership with French tennis has been announced. The 108 Roland Garros is exclusively available in Top! soft-top cabriolet guise and is paired to the 80bhp 1.2-litre three-cylinder PureTech petrol engine.

It's offered with a choice of three- or five-doors, and comes with two different paint options – Diamond White or Raven Black metallic. Each car comes with Roland Garros branding, including orange door mirrors, stripes and alloy wheel centre caps, while on the inside, there's

grey and orange upholstery, as well as unique carpet mats. The 108 Roland Garros is based upon the upmarket Allure edition and includes climate control, electric and heated mirrors, front fog lights, 15-inch alloy wheels, LED daytime running lights, rear privacy

glass, DAB digital radio with MirrorLink, Bluetooth mobile phone connectivity, keyless entry and a reversing camera. The engine meets the latest Euro-6 emissions regulations with the three-door version costing £12,495, and a pair of extra doors costing £400 more.



## GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Citroën C1 Aircscape Feel Edition VTi 68 3-door  
Peugeot 108 (All Euro-5 models)  
Skoda Citigo (All Euro-5 versions)

## PRICE CHANGES

## VOLKSWAGEN

The price of all versions of the up! city car cost more with immediate effect, with petrol versions rising by £115, and the all-electric e-up! costing an additional £270 at £19,795 (up from £19,525). The sub-100g/km petrol edition range begins with the £10,285 Move up! three-door hatchback,

with the most expensive High up! five-door version priced at £12,235. Meanwhile, the cost of the Polo BlueMotion 1.0 TSI models now cost an extra £50, with the three-door priced at £14,780 and the five-door wearing a price tag of £15,410. These new 94g/km models arrive in UK showrooms shortly.





## PEUGEOT

With the Euro-6 regulations looming, the Peugeot 108 is the latest car to adopt revised engines that meet the latest emissions standards. As before, there's a choice of 68bhp 1.0-litre and 80bhp 1.2-litre units, all boasting CO<sub>2</sub> emissions that duck under the crucial tax-free 100g/km barrier. But best of all, these tweaks have been carried out with no additional cost payable by the customer, with prices remaining the same as the outgoing Euro-5 models. Alongside the changes, a pair of new safety systems are now available on the 108, with active city brake and a lane departure warning system offered on Allure and Feline models for an

additional £390. The former steps in when the system senses that the driver hasn't reacted to an obstruction, applying the brakes automatically, while the latter set-up works at speeds of 31mph or more, judging the positioning of the vehicle between the white lines on major roads, and giving both a visual and audible warning if the car strays across the white lines. Finally, a new colour joins the 108 range, called metallic French Blue. It joins seven other body colours, and marks the occasion whereby twin-tone paint is now available on five-door editions of the 108, whereas it was previously reserved just for three-door versions.

## VOLKSWAGEN

Following the announcement of the 1.0-litre TSI BlueMotion Polo earlier this year, Volkswagen has announced prices for SEL and R-Line editions powered by a derivative of the same engine, with CO<sub>2</sub> emissions of 99g/km and a power output of 109bhp. Official figures for the combined fuel economy run are rated at 65.7mpg, with the SEL 1.0 TSI three-door priced at £16,310, rising to £17,590 for the R-Line 1.0 TSI five-door model. Standard equipment on both versions includes 16-inch

alloy wheels, rear privacy glass, front fog lights, cruise control, LED headlights and parking sensors front and rear, while R-Line editions also feature a sporty bodykit incorporating side skirts, new front grille and revised bumpers, a sports leather steering wheel, metal pedals, front sports seats, carpet mats and door sill protectors with the R-Line emblem. The new additions to the Polo range will arrive in UK Volkswagen showrooms later this summer.



## SKODA

The Peugeot 108 isn't the only sub-100g/km petrol car to adopt Euro-6 engines, as the Skoda Citigo now adopts engines meeting the more stringent emissions standards. Specifications remain exactly the same as before, including performance, fuel economy and CO<sub>2</sub> emissions, but there is a price rise of £65 to accompany the changes. One other revision completes the update of the Citigo line-up and that's the change of name to the Elegance editions, which are now known as SE L

to harmonise with the recently launched Fabia and Superb models. Equipment is identical to before, with items like 14-inch alloy wheels, front fog lights, heated front seats, a leather steering wheel and gear knob coming as standard, as well as a portable infotainment system that includes satellite navigation, Bluetooth mobile phone connectivity and a media player. Prices start at £9,495 for the cheapest road tax free SE 1.0 MPI GreenTech three-door model and rises to £10,815 for the SE L 1.0 MPI GreenTech five-door with the more powerful 74bhp engine.



## VOLKSWAGEN

A new satellite navigation equipped version of the Golf GTE has been announced by Volkswagen, rather aptly named as the GTE Nav. It's priced at £1,265 more than the standard plug-in hybrid car, which combines a 101bhp electric motor with a 148bhp 1.4-litre TSI engine. The GTE Nav features the addition of an eight-inch touchscreen, traffic-sign recognition, voice control for the telephone and navigation functions, and

a 64GB SSD hard drive. In addition, the in-built Car-Net app combines the functionality of Apple's CarPlay, Google's Android Auto and MirrorLink, which means the display on your smartphone is replicated on the touchscreen infotainment system. The new model costs £30,020 once the Government subsidy has been deducted, and you can read our first test of this vehicle on British roads on page 107 of this issue.





## Ford Fiesta Zetec S 1.0T EcoBoost

**R**egular readers will know that we've long been a fan of the diesel Fiesta, and find it hard to believe that the same basic shape is coming up to almost seven years old. Of course it has had a facelift along the way, and with that brought the new generation of downsized 1.0-litre three-cylinder powerplants. Up until now, we've always concentrated on the diesel end of the range, but with Eco Car now having a wider remit, we've got behind the wheel of the most powerful petrol car available with CO<sub>2</sub> emissions under the magic 100g/km barrier, which entitles the owner to vehicle excise duty free motoring.

And first impressions are pretty good, with a zingy engine that burst into life at the turn of the key. It's quiet, refined and revvy, and delivers a characterful thrum that is oddly intoxicating. There's plenty of punch away from rest, and though diesel fans will miss the effortless torque that they're used to, this turbocharged Fiesta is a pretty good companion. What hasn't changed is the enormous fun the baby Ford is to pilot, with agile, precise steering that continually keeps you updated on what the front wheels are up to. No other small car can match the Fiesta for smiles per mile, with body control through the bends that other car makers can only dream of. Ride comfort is sportily firm and general comfort good, but larger potholes and rutted roads do get transmitted into the cabin. At



<b>Price</b>	£15,945
<b>Made in</b>	Cologne, Germany
<b>Configuration</b>	3-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	999cc, 3-cylinder, 12-valve, turbocharged petrol with stop-start
<b>Transmission</b>	5-speed manual
<b>Power output</b>	123bhp @ 6,000rpm
<b>Maximum torque</b>	148lb ft @ 1,400rpm
<b>Top speed/0-62mph</b>	122mph/9.4 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	99g/km (A) Euro 6
<b>Economy (urban/extra urban/combined)</b>	53.3/76.4/65.7mpg
<b>Fuel tank size/range</b>	42 litres/607 miles
<b>Insurance group/BIK rate</b>	15/14%

motorway speeds, it's calm and pliant, and coupled with subdued engine, road and wind noise, this Zetec S badged car is actually a nice companion for long journeys.

The cabin of the Fiesta is beginning to look dated, though, and the audio system that dominates the top of the dashboard is awash with small buttons that need some education before you can recognise them without taking your eyes off the road. There's a smattering of soft-touch plastics for the dashboard top, but everywhere else it's a sea of hard surfaces. But that's alright, because it gives the Fiesta an air of durability and a sense that it will stand up well to unforgiving family life. The controls are easily located and mostly mounted high up, though we wish the ventilation controls were higher up. The heavily bolstered seats deliver great support when cornering fast, and it's easy to get a decent driving position thanks to plenty of available adjustment. Up front there's decent head and legroom, while at the rear only the taller passengers will desire more head space, with legroom actually pretty decent, despite the car's diminutive dimensions. Access to the rear seats is always going to


<b>Size (length/width with mirrors)</b>	3,982/1,978mm
<b>Boot space (minimum/maximum)</b>	290/974 litres
<b>Kerb/max towing weight</b>	1,091/900kg
<b>Euro NCAP safety rating</b>	★★★★★ (5-door hatchback tested)
<b>EcoCar rating</b>	★★★★★



**What's Hot** Eager engine. Fun and agile through the bends. Quiet engine, even when revved. Heavily bolstered seats give good support. Excellent driving position. Good levels of space both front and rear. It's the best-selling car in the UK, and will be easy to sell when replacement time comes. Low CO<sub>2</sub> emissions, means a good bet for business users and no cost for vehicle excise duty. Bodykit and looks ape the performance Fiesta ST. It's keenly priced.

**What's Not** Where's the six-speed gearbox? – most rivals have one. Lots of small buttons on the audio system can be confusing. Unless you keep it in the sweet spot of the rev range, the performance can feel flat. Our fuel economy on test was disappointingly low at 41.0mpg.

**Also consider** Alfa Romeo MiTo 0.9 TB TwinAir QV Line, Volkswagen Polo R-Line 1.0 TSI

be a challenge, however, the front seats are designed to slide out of the way. Boot space is par for the course, and is decently square and well-shaped. The luggage room can be extended by tumbling the chairs forward, or in a 60:40 split fashion – it's just a shame that they don't fold down totally flat. Space for oddments is well catered for, with a large bin ahead of the gear lever, a series of trays and cupholders between the front seats, together with a decent glovebox and door pockets. 





## Volkswagen Golf GTE Nav 1.4 TSI Plug-In Hybrid

**T**he launch of the Golf GTE brings the number of different drivetrains to four – five if you count the gas powered model that is available on the continent – with this all made possible by the common componentry from Volkswagen's new MQB modular platform. Along with diesel, petrol and all-electric drivetrains, the plug-in hybrid technology found in this Golf GTE gives buyers a wider choice than ever before. The recipe for this newcomer calls for one 148bhp 1.4-litre TSI engine, mixed with a 101bhp (75kW) electric motor and lithium-ion battery pack. Add a five-door hatchback bodystyle and decorate it with the same kind of adornments that you'll find on a Golf GTI, but instead of red embellishments, use blue instead. Finally add some touches from the e-Golf, like the LED daytime running lights, and the end result is a vehicle that has the flavour of the mechanically similar Audi A3 e-tron, wrapped up in a more dynamic, sportier package.

The combination of the two power sources results in storming performance, and the switch between them is seamless. In fact, you often don't know which method is being used, without a quick check of the instruments. Gear changes are super quick, and by pressing the 'GTE' button on the centre console, this sharpens them even further, along with throttle and steering wheel responses. A sound generator gives a rortier sound, too, and there's a choice of five further hybrid and all-

<b>Price</b>	£30,020
<b>Made in</b>	Wolfsburg, Germany
<b>Configuration</b>	5-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1395cc, 4-cylinder, 16-valve, turbocharged petrol with electric motor
<b>Transmission</b>	6-speed twin-clutch automatic
<b>Power output (engine)</b>	148bhp @ 5,000–6,000rpm
<b>Power output (electric motor)</b>	101bhp
<b>Power output (combined)</b>	201bhp
<b>Maximum torque (engine)</b>	184lb ft @ 1,600–3,500rpm
<b>Maximum torque (combined)</b>	258lb ft
<b>Top speed/0–62mph</b>	138mph/7.6 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	39g/km (A) Euro 6
<b>Economy (combined)</b>	166.0mpg

<b>Fuel tank size/electric range/total range</b>	40 litres/31 miles/583 miles
<b>Recharge time:</b> AC 2.3kW/AC 3.6kW	3.45/2.15 hours
<b>Insurance group/BIK rate</b>	26/5%
<b>Size (length/width with mirrors)</b>	4,270/2,027mm
<b>Boot space (minimum/maximum)</b>	272/1,162 litres
<b>Kerb/max towing weight</b>	1,599/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★
<b>EcoCar rating</b>	★★★★★



electric driving modes to choose from. On fast back roads, this Golf impresses thanks to flat cornering, accurate steering, and excellent levels of grip. While you can feel that the GTE is a little more nose heavy than a GTD, there's little wrong in the way that it responds to steering inputs. And while the ride is set-up in a sportily firm fashion, it's really pliant, delivering a comfortable ride. One area that isn't so good is road noise, with far too much tyre roar entering the cabin. And while it's a big thumbs up for being a good driver's car, it's just at home pootling around town in zero-emissions mode. Maximum range is rated at 31 miles, and even with the climate control working at full tilt, we managed to achieve mid-20s with ease. Topping up the batteries is an easy affair, with the charging socket housed behind the VW badge at the front. Using a domestic three-pin socket it takes around three and a half hours, or with a home wall box or public charging station taking two and a quarter hours until full.

Step into the cabin, and it's familiar Golf fayre. Excellent quality mouldings that feel well screwed together are combined with a great

**What's Hot** Really swift performance off the mark. Smooth transition between power sources. Serene and quiet at low speeds. Plush feeling interior, with solid, good quality materials. Lots of space for oddments. Blue LEDs in the front door appliques are a nice touch. Makes a lot of sense as a company car, and is cheaper than the Audi A3 e-tron. The 1,500kg towing capacity will be great for caravanners.

**What's Not** Hybrid paraphernalia reduces the boot space. Rear leg and foot space are tighter than rivals. No three-door edition offered.

**Also consider** Audi A3 Sportback e-tron 1.4 TFSI, Volkswagen Golf GTD 2.0 TDI

driving position, with supportive, comfortable seats. Where the GTI has red tartan seats, and the GTD silver, the GTE model features blue, in keeping with the exterior. Space up front is generous, but rear seat passengers will wish for more leg and knee room. Boot space has been sacrificed in favour of the hybrid gubbins, losing 108 litres of space, compared to the standard car. Thankfully it is well proportioned, and so we suspect that very few buyers will actually notice any difference. **E**



# INCREASED CHARGES

## PART 6: PETROL, LPG AND CNG – DISTINCTLY DIFFERENT

In what seems like the distant past, long before diesel cars were the force they now are, we were wondering how on earth we'd do without lead in petrol, following research that outlined the massive health problems for which it was responsible. Lead had been put into petrol to soften the blow of valves onto valve seats, and to prevent the knocking, or 'pinking' as it was generally termed, that previously was an inevitable and damaging companion to petrol combustion. So for a while we saw both leaded and unleaded petrol for sale on the forecourts. Now the leaded is absent, because folk with fussy engines have either converted the cylinder heads and adjusted ignition timing to cope with the lower octane rating of unleaded fuel, or they shove in an additive each time they fill up.

The work put into the more recent 'greening' of petrol engines is perhaps not as drastic as that which we've seen in the diesel arena. The main changes have been to fuel economy, for naturally enough, less fuel equals less pollution. One gizmo that's been doing its bit to lower consumption in the last few years is stop-start technology, fitted to the majority of new cars these days.



For petrol heads there's also been a helpful downsizing of engines that's resulted in a slight easing of the gallop towards diesels, thanks to the consequent raising of the petrol mpg figures. The reasoning here is that small diesels offer only small gains in fuel economy, and the higher cost price of the diesel

engine is therefore not recouped soon enough for some buyers. Take the latest Suzuki Celerio for example; it's powered by a choice of 1.0-litre engines, but both are petrol, and with the better of them boasting an official 78.4mpg combined figure, Suzuki feel that's enough to close the diesel door. Ford too are making strong gains with their 1.0-litre EcoBoost engine, which is another three-cylinder unit that under a Fiesta bonnet manages a claimed 65.7mpg average. There's nothing new in this preference for petrol at the smaller end of the capacity scale, but the improvement in power outputs has logically led to there being many more examples on offer.

Control of CO<sub>2</sub> emissions is set out in a European requirement of manufacturers to achieve ever lower average emissions. In the millennium year, the UK average of new car CO<sub>2</sub> emissions was 181g/km. By 2007 this had reduced to 164.9, at which point a clear requirement was established for European manufacturers: to bring the figure down to 130g/km by 2015. Here







in the UK this was achieved two years ago, so the challenge of a new target that requires a 95g/km average by 2021 doesn't seem so severe. Interestingly, the average new car today saves £90 per annum in road tax and £300 in lower fuel costs (based on driving 10,000 miles per annum) compared with the average new car bought in 2007.

Another opportunity to lower your running costs exists thanks to gas power, with both Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG) considerably cheaper to buy at the pumps, though be aware that your consumption will be higher than with conventional fuels. In the UK we prefer LPG, which costs around 65p per litre, compared to an average of £1.15 for petrol and 4p more for diesel. LPG cars are coupled with petrol powerplants, with the ability to run on gas or on petrol, so if the gas tank runs out, you can simply switch back to the conventional engine. An LPG conversion costs from £800 to £2,000, and once done, the LPG fuel is available at around 1,500 filling stations in

the UK, so you're never that far away from one. A location map or smartphone app will show you where to go. CNG, on the other hand, is available at pitifully few outlets – just 16 currently – so unless you live on the doorstep of one of those, it isn't so practical a proposition. There is the possibility of slow-filling via your home's natural gas supply, and an internet search for 'CNG home refill UK' or similar will reveal many companies that are able to install the hardware. But be warned, it's not exactly cheap.

As to the gases' emission characteristics, proponents make extravagant claims for their cleanliness, but it's inevitably the case that the degree of greenness depends on the quality of the conversion carried out on your petrol car. Assuming a first class conversion job, then both gases offer slightly better CO<sub>2</sub> emission characteristics than petrol; somewhere between 10 and 15 per cent is the often quoted difference. They certainly produce lower NOx emissions, and particulates are virtually absent.

**Peter Cracknell** 



# THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average rating even includes all of the star ratings from tests in this issue, and currently sits at 73.77 per cent. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up.

Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

## HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH

100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.18
2	Tesla	90.00
3	Land Rover	84.55
4	Ford	83.90
5	BMW	83.81
6	Porsche	82.86
7	Audi	82.78
8	Skoda	82.16
9	MINI	82.11
10	Volkswagen	81.71
11=	Mazda	80.00
11=	Mazda	80.00
13	Peugeot	79.84
14	Kia	79.41
15	SEAT	79.12
16	Citroën	78.21
17	Mercedes-Benz	76.88
18	Volvo	76.39
19	Honda	75.45
20	Hyundai	75.38
21	Vauxhall	75.00
22	Renault	74.84
23	Nissan	74.81
DieselCar Average test rating – 73.77%		
24	Maserati	73.33
25	Infiniti	71.82
26	Dacia	71.67
27	Lexus	71.11
28	Fiat	70.87
29	Alfa Romeo	70.71
30=	Isuzu	70.00
30=	smart	70.00
32	Suzuki	69.09
33	Subaru	67.78
34	Toyota	66.52
35	Mitsubishi	66.25
36	Jeep	65.83
37=	Great Wall	60.00
37=	Chrysler	60.00
37=	SsangYong	60.00
37=	MG	60.00

# DATAFILESKEY

## VED BANDS – EFFECTIVE FROM 1ST APRIL 2015

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO<sub>2</sub> emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO<sub>2</sub> will cost £295 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £285 and £195 per annum, respectively.

CO <sub>2</sub> EMISSIONS			
		1st Year rate 2015/2016	Standard rate 2015/2016
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	295	205
I	176 - 185	350	225
J	186 - 200	490	265
K	201 - 225	640	290
L	226 - 255	870	490
M	256 and over	1100	505

\* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

## JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDI, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECONetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO<sub>2</sub> emissions than other models in the line-up.

<b>DPF</b>	=	Diesel particulate filter
<b>EGR</b>	=	Exhaust gas recirculation
<b>EURO 6</b>	=	The emissions regulations that the vehicle is governed by
<b>N/A</b>	=	The data was unavailable as we went to press
<b>S/S</b>	=	Stop-start technology
<b>SCR</b>	=	Selective catalyst reduction
<b>ST</b>	=	Sport Tourer or Sports Tourer
<b>SW</b>	=	Sportswagon or Sportswagon
<b>TBA</b>	=	The information was not available as we went to press

## POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO<sub>2</sub> petrol cars listed in our tables.

	Diesel
	Diesel electric hybrid
	Electric
	Hydrogen fuel-cell
	Petrol
	Petrol electric hybrid

## COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2015/2016

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO<sub>2</sub> emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
2015/2016		
0 to 50	5	8
51 to 75	9	12
76 to 94	13	16
95 to 99	14	17
100 to 104	15	18
105 to 109	16	19
110 to 114	17	20
115 to 119	18	21
120 to 124	19	22
125 to 129	20	23
130 to 134	21	24
135 to 139	22	25
140 to 144	23	26
145 to 149	24	27
150 to 154	25	28
155 to 159	26	29
160 to 164	27	30
165 to 169	28	31
170 to 174	29	32
175 to 179	30	33
180 to 184	31	34
185 to 189	32	35
190 to 194	33	36
195 to 199	34	37
200 to 204	35	37
205 to 209	36	37
Over 210	37	37

## ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

## LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

## TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

## COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	T/SP. SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS/kW	ELECTRIC MOTOR TORQUE LB FT/PS/kW	TOWING WEIGHT (kg)
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## ALFA ROMEO

UK dealers: 60 Warranty: 3 years/Unlimited mileage Servicing: 21,000miles (TwinAir 18,000miles)

### Mito

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	T/SP. SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS/kW	ELECTRIC MOTOR TORQUE LB FT/PS/kW	TOWING WEIGHT (kg)
P	0.9 TB TwinAir Progression	3	13860	6098	6-M	13	114	11.4	67.2	99	875	103/5500		107/2000		1130	500
P	0.9 TB TwinAir Junior	3	14960	6582	6-M	13	114	11.4	67.2	99	875	103/5500		107/2000		1130	500
P	0.9 TB TwinAir Distinctive	3	16160	7110	6-M	13	114	11.4	67.2	99	875	103/5500		107/2000		1130	500
P	0.9 TB TwinAir QV Line	3	16910	7440	6-M	13	114	11.4	67.2	99	875	103/5500		107/2000		1130	500
D	1.3 JTDm-2 Progression	3	14405	6338	5-M	11	108	12.9	80.7	90	1248	83/3500		148/1500		1150	1000
D	1.3 JTDm-2 Junior	3	15505	6822	5-M	11	108	12.9	80.7	90	1248	83/3500		148/1500		1150	1000
D	1.3 JTDm-2 Distinctive	3	16745	7368	5-M	11	108	12.9	80.7	90	1248	83/3500		148/1500		1150	1000
D	1.6 JTDm-2 Distinctive	3	17910	7880	6-M	13	114	9.9	65.7	112	1598	118/3750		236/1750		1205	1000
D	1.6 JTDm-2 QV Line	3	18660	8210	6-M	13	123	9.9	65.7	112	1598	118/3750		236/1750		1205	1000

### Giulietta

Stylish alternative, with enough gusto and class to compete in the medium car sector.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	T/SP. SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS/kW	ELECTRIC MOTOR TORQUE LB FT/PS/kW	TOWING WEIGHT (kg)
D	1.6 JTDm-2 Progression	5	15950	8970	6-M	11	115	11.3	70.6	104	1598	103/4000		236/1750		1310	1300
D	1.6 JTDm-2 Business Edition	5	19025	8752	6-M	11	115	11.3	70.6	104	1598	103/4000		236/1750		1310	1300
D	1.6 JTDm-2 Distinctive	5	20750	9545	6-M	11	115	11.3	70.6	104	1598	103/4000		236/1750		1310	1300
D	1.6 JTDm-2 Exclusive	5	22500	10350	6-M	11	115	11.3	70.6	104	1598	103/4000		236/1750		1310	1300
D	2.0 JTDm-2 Business Edition	5	20325	9050	6-M	23	130	8.8	67.3	110	1956	148/3750		280/1750		1320	1300
D	2.0 JTDm-2 Distinctive	5	21930	10088	6-M	23	130	8.8	67.3	110	1956	148/3750		280/1750		1320	1300
D	2.0 JTDm-2 Exclusive	5	23680	10893	6-M	23	130	8.8	67.3	110	1956	148/3750		280/1750		1320	1300
D	2.0 JTDm-2 QV Line	5	25430	11698	6-M	23	130	8.8	67.3	110	1956	148/3750		280/1750		1320	1300
D	2.0 JTDm-2 TCT Business Edition	5	22485	9893	6-M	24	136	7.8	64.2	116	1956	172/3750		258/1750		1335	1300
D	2.0 JTDm-2 TCT Exclusive	334	25340	11670	6-M	24	136	7.8	64.2	116	1956	172/3750		258/1750		1335	1300
D	2.0 JTDm-2 TCT QV Line	5	27590	12140	6-M	24	136	7.8	64.2	116	1956	172/3750		258/1750		1335	1300

## AUDI

UK dealers: 116 Warranty: 3 years/60,000 miles Servicing: Variable schedule

### New A1

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	T/SP. SPEED	0-62MPH (s)	COMBINED MPG (range)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS/kW	ELECTRIC MOTOR TORQUE LB FT/PS/kW	TOWING WEIGHT (kg)
P	SE 1.0 TFSI	3	14355	9187	5-M	15	116	10.9	67.3	97	999	94/5000		118/1500		1035	1000
D	SE 1.6 TDI	3	15430	9875	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	SE 1.6 TDI Auto	3	16970	10861	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200
P	Sport 1.0 TFSI	3	16330	10451	5-M	15	116	10.9	67.3	97	999	94/5000		118/1500		1035	1000
D	Sport 1.6 TDI	3	17405	11139	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	S line 1.6 TDI Auto	3	18945	12125	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200
D	S line 1.6 TDI Auto	3	19400	12416	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	S line 1.6 TDI Auto	3	20940	13402	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200
P	Sportback Sportback SE 1.0 TFSI	3	14975	9285	5-M	15	116	10.9	67.3	97	999	94/5000		118/1500		1035	1000
D	Sportback Sportback SE 1.6 TDI	3	16050	9951	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	Sportback Sportback SE 1.6 TDI Auto	3	17590	10906	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200
P	Sportback Sport 1.0 TFSI	3	16950	10509	5-M	15	116	10.9	67.3	97	999	94/5000		118/1500		1035	1000
D	Sportback Sport 1.6 TDI	3	18025	11176	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	Sportback Sport 1.6 TDI Auto	3	19565	12130	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200
D	Sportback S line 1.6 TDI	3	20020	12167	5-M	15	124	9.4	80.7	92	1598	114/3500		184/1500		1150	1200
D	Sportback S line 1.6 TDI Auto	3	21560	13247	7-A	19	124	9.4	76.3	97	1598	114/3500		184/1500		1175	1200

### A3

Superb use of the VW parts bin to create the pick of the crop in the premium medium car segment.

D	SE 1.6 TDI ultra	3	20865	11267	6-M	14	124	10.5	83.1	89	1598	108/3200		184/1500		1180	1000
D	SE 1.6 TDI Auto	3	22345	12066	7-A	19	124	10.5	70.6	105	1598	108/3200		184/1500		1250	1500
D	SE 2.0 TDI	3	22215	12885	6-M	21	135	8.5	68.9	108	1968	148/3500		251/1750		1275	1600
D	SE 2.0 TDI Auto	3	23695	13743	6-A	21	135	8.2	62.8	119	1968	148/3500		251/1750		1295	1600
D	SE Technik 1.6 TDI ultra	3	21615	11672	6-M	14	124	10.5	83.1	89	1598	108/3200		184/1500		1180	1000
D	SE Technik 1.6 TDI Auto	3	23095	12471	7-A	19	124	10.5	70.6	105	1598	108/3200		184/1500		1250	1500
D	SE Technik 2.0 TDI	3	22965	13320	6-M	21	135	8.5	68.9	108	1968	148/3500		251/1750		1275	1600
D	SE Technik 2.0 TDI Auto	3	24445	14178	6-A	21	135	8.2	62.8	119	1968	148/3500		251/1750		1295	1600
D	Sport 1.6 TDI	3	22265	12023	6-M	14	124	10.5	70.6	105	1598	108/3200		184/1500		1230	1500
D	Sport 1.6 TDI Auto	3	23745	12822	7-A	19	124	10.5	70.6	105	1598	108/3200		184/1500		1250	1500
D	Sport 2.0 TDI	305	23615	13697	6-M	21	135	8.5	68.9	108	1968	148/3500		251/1750		1275	1600
D	Sport 2.0 TDI Auto	3	25095	14555	6-A	21	135	8.2	62.8	119	1968	148/3500		251/1750		1295	1600
D	Sport 2.0 TDI quattro	3	25045	14526	6-M	14	124	10.5	70.6	105	1598	108/3500		251/1750		1355	1800
D	Sport 2.0 TDI	3	24885	14433	6-M	21	135	8.5	67.3	112	1968	181/3500		280/1750		1285	1600
D	Sport 2.0 TDI quattro Auto	3	27795	16121	6-A	21	135	8.2	62.8	127	1968	181/3500		280/1750		1390	1800
D	S line 1.6 TDI	3	24415	13184	6-M	14	124	10.5	68.9	107	1598	108/3200		184/1500		1230	1500
D	S line 1.6 TDI Auto	3	25895	13983	7-A	19	124	10.5	68.9	107	1598	108/3200		184/1500		1250	1500
D	S line 2.0 TDI	3	25765	14944	6-M	21	135	8.5	67.3	109	1968	148/3500		251/1750		1275	1600
D	S line 2.0 TDI Auto	3	27245	15802	6-A	21	135	8.2	62.8	121	1968	148/3500		251/1750		1295	1600
D	S line 2.0 TDI quattro	3	27195	15773	6-M	14	123	8.2	61.6	125	1968	148/3500		251/1750		1355	1800
D	S line 2.0 TDI	3	27035	15680	6-M	21	135	8.5	67.3	112	1968	181/3500		280/1750		1285	1600
D	S line 2.0 TDI quattro Auto	3	29945	17368	6-A	21	135	8.2	62.8	127	1968	181/3500		280/1750		1390	1800
D	Sportback SE 1.6 TDI ultra	3	21485	11602	6-M	14	124	10.5	83.1	89	1598	108/3200		184/1500		1205	1000
D	Sportback SE 1.6 TDI Auto	3	22965	12401	7-A	19	124	10.7	70.6	105	1598	108/3200		184/1500		1280	1000
D	Sportback SE 1.6 TDI quattro	3	22915	12374	6-M	14	124	10.2	70.6	107	1598	108/3200		184/1500		1380	1500
D	Sportback SE 2.0 TDI	3	22835	13244	6-M	21	135	8.5	68.9	108	1968	148/3500		251/1750		1305	1600
D	Sportback SE 2.0 TDI Auto	3	24315	14103	6-A	21	135	8.2	62.8	119	1968	148/3500		251/1750		1320	1600
D	Sportback SE Technik 1.6 TDI ultra	3	22235	12007	6-M	14	124	10.7	83.1	89	1598	108/3200		184/1500		1205	1000
D	Sportback SE Technik 1.6 TDI Auto	3	23715	12806	7-A	19	124	10.7	70.6	105	1598	108/3200		184/1500		1280	1000
D	Sportback SE Technik 2.0 TDI	3	23585	13679	6-M	21	135	8.5	68.9	108	1968	148/3500		251/1750		1305	1600
D	Sportback SE Technik 2.0 TDI Auto	3	25065	14538	6-A	21	135	8.2	62.8	119	1968	148/3500		251/1750		1320	1600
D	Sportback Sport 1.6 TDI	3	22885	12358	6-M	14	124	10.7	70.6	105	1598	108/3200		184/1500		1260	1000
D	Sportback Sport 1.6 TDI Auto	3	24365	13157	7-A	19	124	10.7	70.6	105	1598	108/3200		184/1500		1280	1000
D	Sportback Sport 1.6 TDI quattro	3	24315	13130	6-M	14	120	11.2	60.1	127	1598	108/3200		184/1500		1380	1500
D	Sportback Sport 2.0 TDI	313	25235	14956	6-M	21	135	8.6	68.9	108	1968	148/3500		251/1750		1305	1600
D	Sportback Sport 2.0 TDI Auto	3	24715	14015	6-A	21	135	8.3	62.8	119	1968	148/3500		251/1750		1320	1600
D	Sportback Sport 2.0 TDI quattro	3	25665	14886	6-M	14	123	8.3	58.9	125	1968	148/3500		251/1750		1385	1800
D	Sportback Sport 2.0 TDI	3	25505	14793	6-M	21	135	8.4	67.3	112	1968	181/3500		280/1750		1315	1600
D	Sportback Sport 2.0 TDI quattro Auto	3	28415	16481	6-A	21	135	8.2	62.8	127	1968	181/3500		280/1750		1420	1800
D	Sportback S line 1.6 TDI	3	25035	13519	6-M	14	124	10.9	68.9	107	1598	108/3200		184/1500		1260	1000
D	Sportback S line 1.6 TDI Auto	3	26515	14318	7-A	19	124	10.7	68.9	107	1598	108/3200		184/1500		1280	1000
D	Sportback S line 2.0 TDI	3	26385	15303	6-M	21	135	8.6	67.3	109	1968	148/3500		251/1750		1305	1600
D	Sportback S line 2.0 TDI Auto	3	27865	16162	6-A	21	135	8.3	61.6	121	1968	148/3500		251/1750		1320	1600
D	Sportback S line 2.0 TDI quattro	3	27815	16133	6-M	14	123	8.3	57.4	127	1968	148/3500		251/1750		1385	1800
D	Sportback S line 2.0 TDI	3	27655	16040	6-M	21	135	8.4	65.7	114	1968	181/3500		280/1750		1315	1600
D	Sportback S line 2.0 TDI quattro Auto	3	30565	17728	6-A	21	135	8.2	62.8	129	1968	181/3500		280/1750		1420	1800
AE	Sportback e-tron 1.4 TFSI Auto	332	33030	12557	6-M	19	126	7.7	72.6	37	1395	148/5000 101	184/1600	2403	1540	000	
D	Saloon Sport 1.6 TDI	4	23435	12695	6-M	17	128	10.6	76.4	104	1598	108/3200		184/1500		1270	1500
D	Saloon Sport 1.6 TDI Auto	4	24915	13454	7-A	17	126	10.7	72.4	104	1598	108/3200		184/1500		1290	1500
D	Saloon Sport 1.6 TDI quattro	4	24865	13427	6-M	14	120	11.2	60.1	127	1598	108/3200		184/1500		1390	1500
D	Saloon Sport 2.0 TDI	4	24785	13384	6-M	21	139	8.6	68.9	107	1968	148/3500		251/1750		1315	1600
D	Saloon Sport 2.0 TDI Auto	4	26265	14183	6-A	21	139	8.3	62.8	118	1968	148/3500		251/1750		1320	1600
D	Saloon Sport 2.0 TDI quattro	4	26215	14156	6-M	14	126	8.3	58.9	125	1968	148/3500		251/1750		1395	1800
D	Saloon Sport 2.0 TDI	4	26040	14070	6-M	21	149	7.4	74.3	112	1968	181/3500		280/1750		1320	1600
D	Saloon Sport 2.0 TDI quattro Auto	4	28965	15641	6-A	21	147	6.9	58.9	127	1968	181/3500		280/1750		1430	1800
D	Saloon S line 1.6 TDI	4	25585	13816	6-M	18	126	10.7	70.6	106	1598	108/3200		184/1500		1270	1500
D	Saloon S line 1.6 TDI Auto	4	27065	14615	6-A	18	126	10.7	70.6	106	1598	108/3200		184/1500		1290	1500
D	Saloon S line 2.0 TDI	4	26935	14545	6-M	21	139	8.6	67.3	108	1968	148/3500		251/1750		1315	1600
D	Saloon S line 2.0 TDI Auto	4	28415	15344	6-A	21	139	8.3	61.6	120	1968	148/3500		251/1750		1320	1600
D	Saloon S line 2.0 TDI quattro	4	28365	15317	6-M	14	126	8.3	57.6	127	1968	148/3500		251/1750		1395	1800
D	Saloon S line 2.0 TDI	4	28205	15231	6-M	21	149	7.4	65.7	119	1968	181/3500		280/1750		1320	1600
D	Saloon S line 2.0 TDI quattro Auto	4	31115	16802	6-A	21	147	6.9	57.6	127	1968	181/3500		280/1750		1430	1800
D	Cabriolel SE 1.6 TDI	2	26225	13637	6-M	17	124	11.4	68.9	110	1598	108/3200		184/1500		1420	1500
D	Cabriolel SE 2.0 TDI	2	27575	13788	6-M	21	139	8.9	65.7	113	1968	148/3500		251/1750		1460	1600
D	Cabriolel SE 2.0 TDI	2	29055	14528	6-A	21	139	8.8	60.1	124	1968	148/3500		251/1750		1480	1600
D	Cabriolel Sport 1.6 TDI	2	27625	14365	6-M	18	124	11.4	68.9	110	1598	108/3200		184/1500		1420	1500
D	Cabriolel Sport 2.0 TDI	2	28975	14488	6-M	21	139	8.9	65.7	113	1968	148/3500		251/1750		1460	1600
D	Cabriolel Sport 2.0 TDI Auto	2	30455	15228	6-A	21	139	8.8	60.1	124	1968	148/3500		251/1750		1480	1600
D	Cabriolel Sport 2.0 TDI quattro	2	30405	15203	6-M	14	126	8.8	57.6	129	1968	148/3500		251/1750		1540	1600
D	Cabriolel Sport 2.0 TDI	2	30245	15123	6-M	30	149	7.9	64.2	117	1968	181/3500		280/1750		1470	1600



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### New A6 (continued)

<b>D</b>	S line 2.0 TDI ultra Auto	336	4 35935	17249	7-A	33	144	8.2	67.3	110	1968	187/3800	-	295/1750	-	1660	1800
<b>D</b>	S line 3.0 TDI Auto	-	4 40545	17029	7-A	35	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	4 42305	17768	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	4 43865	18423	7-A	42	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
<b>D</b>	S line 3.0 BITDI quattro Auto	-	4 48575	18459	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
<b>D</b>	Black Edition 2.0 TDI ultra	-	4 36580	17558	6-M	33	144	8.4	62.8	119	1968	187/3800	-	295/1750	-	1625	1800
<b>D</b>	Black Edition 2.0 TDI ultra Auto	-	4 38110	18293	7-A	33	144	8.2	64.2	116	1968	187/3800	-	295/1750	-	1660	1800
<b>D</b>	Black Edition 3.0 TDI Auto	-	4 42720	17942	7-A	35	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	4 44480	18682	7-A	40	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	4 46040	19337	7-A	42	155	5.5	54.3	138	2967	268/3500	-	428/1500	-	1770	2000
<b>D</b>	Black Edition 3.0 BITDI quattro Auto	-	4 50750	18258	8-A	44	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
<b>D</b>	Avant SE 2.0 TDI ultra	-	5 33955	16298	6-M	32	140	8.7	62.8	118	1968	187/3800	-	295/1750	-	1690	1800
<b>D</b>	Avant SE 3.0 TDI Auto	-	5 35485	17033	7-A	32	140	8.5	64.2	114	1968	187/3800	-	295/1750	-	1725	1800
<b>D</b>	Avant SE 3.0 TDI Auto	-	5 40095	16840	7-A	34	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
<b>D</b>	Avant SE 3.0 TDI quattro Auto	-	5 41855	16742	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b>	Avant SE 3.0 TDI quattro Auto	-	5 43415	18234	7-A	41	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
<b>D</b>	Avant SE 3.0 BITDI quattro Auto	-	5 48125	19250	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b>	Avant S line 2.0 TDI ultra	-	5 36405	17474	6-M	33	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
<b>D</b>	Avant S line 2.0 TDI ultra Auto	-	5 37935	18209	7-A	33	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
<b>D</b>	Avant S line 3.0 TDI Auto	-	5 42545	17669	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
<b>D</b>	Avant S line 3.0 TDI quattro Auto	-	5 44305	17722	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b>	Avant S line 3.0 TDI quattro Auto	-	5 45865	19263	7-A	42	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
<b>D</b>	Avant S line 3.0 BITDI quattro Auto	-	5 50575	20230	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b>	Avant Black Edition 2.0 TDI ultra	-	5 35880	18518	6-M	33	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
<b>D</b>	Avant Black Edition 2.0 TDI ultra Auto	-	5 40110	19253	7-A	33	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
<b>D</b>	Avant Black Edition 3.0 TDI Auto	-	5 44720	18782	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
<b>D</b>	Avant Black Edition 3.0 TDI quattro Auto	-	5 46495	18598	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b>	Avant Black Edition 3.0 TDI quattro Auto	-	5 48055	20183	7-A	42	155	5.7	52.3	144	2967	268/3500	-	428/1500	-	1835	2000
<b>D</b>	Avant Black Edition 3.0 BITDI quattro Auto	-	5 52860	21144	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b>	allroad 3.0 TDI quattro Auto	-	5 45255	21722	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
<b>D</b>	allroad 3.0 TDI quattro Auto	-	5 46815	22471	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
<b>D</b>	allroad 3.0 BITDI quattro Auto	-	5 51620	24778	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
<b>D</b>	allroad Sport 3.0 TDI quattro Auto	-	5 48955	23498	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
<b>D</b>	allroad Sport 3.0 TDI quattro Auto	-	5 50515	24247	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
<b>D</b>	allroad Sport 3.0 BITDI quattro Auto	-	5 55320	26554	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

### New A7

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

<b>D</b>	SE Executive 3.0 TDI ultra Auto	-	5 45915	23876	7-A	37	148	7.3	58.9	124	2967	215/4000	-	295/1250	-	1755	2000
<b>D</b>	SE Executive 3.0 TDI quattro Auto	-	5 47670	23835	7-A	41	148	6.8	54.3	138	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	SE Executive 3.0 TDI quattro Auto	-	5 50255	25128	7-A	43	155	5.7	54.3	138	2967	268/3500	-	428/1500	-	1830	2000
<b>D</b>	S line 3.0 TDI ultra Auto	-	5 48705	25237	7-A	38	148	7.3	57.6	128	2967	215/4000	-	295/1250	-	1755	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	5 50480	25240	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	5 53060	26530	7-A	43	155	5.7	52.3	142	2967	268/3500	-	428/1500	-	1830	2000
<b>D</b>	S line 3.0 BITDI quattro Auto	-	5 56730	28365	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	5 52830	26415	7-A	42	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	5 55410	27705	7-A	44	155	5.7	52.3	142	2967	268/3500	-	428/1500	-	1830	2000
<b>D</b>	Black Edition 3.0 BITDI quattro Auto	338	5 59080	29540	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100

### A8

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

<b>D</b>	SE 3.0 TDI quattro Auto	-	4 59585	22642	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b>	SE Executive 3.0 TDI quattro Auto	-	4 62190	23632	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b>	SE Executive 4.2 TDI quattro Auto	-	4 72835	26221	8-A	50	155	4.7	39.2	189	4134	380/3750	-	627/2000	-	2040	2300
<b>D</b>	Sport 3.0 TDI quattro Auto	-	4 65825	25014	8-A	46	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b>	Sport 4.2 TDI quattro Auto	-	4 76435	27517	8-A	46	155	4.7	38.2	193	4134	380/3750	-	627/2000	-	2040	2300
<b>D</b>	L SE 3.0 TDI quattro Auto	324	4 63585	24162	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
<b>D</b>	L SE Executive 3.0 TDI quattro Auto	-	4 68195	25152	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
<b>D</b>	SE Executive 4.2 TDI quattro Auto	-	4 76800	27648	8-A	50	155	4.7	38.7	190	4134	380/3750	-	627/2000	-	2095	2300
<b>L</b>	Hybrid 2.0 TFSI Auto	-	4 68285	23217	8-A	44	146	7.9	44.1	148	1984	242/4200	54	258/1500	155	1920	0

### New Q3

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

<b>D</b>	SE 2.0 TDI	-	5 26880	15053	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
<b>D</b>	SE 2.0 TDI quattro	-	5 28440	15358	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b>	SE 2.0 TDI quattro Auto	-	5 30020	16211	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
<b>D</b>	SE 2.0 TDI quattro	-	5 29240	15790	6-M	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b>	SE 2.0 TDI quattro Auto	-	5 30820	16643	7-A	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
<b>D</b>	S line 2.0 TDI	-	5 29430	16481	6-M	21	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
<b>D</b>	S line 2.0 TDI quattro	-	5 30990	16755	6-M	21	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b>	S line 2.0 TDI quattro Auto	-	5 32570	17538	7-A	21	126	9.3	54.3	137	1968	148/4000	-	251/1750	-	1605	2000
<b>D</b>	S line 2.0 TDI quattro	-	5 31805	17175	6-M	24	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b>	S line Plus 2.0 TDI quattro Auto	-	5 33385	18028	7-A	24	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
<b>D</b>	S line Plus 2.0 TDI quattro	-	5 33340	18004	6-M	21	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b>	S line Plus 2.0 TDI quattro Auto	-	5 34935	18865	7-A	21	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
<b>D</b>	S line Plus 2.0 TDI quattro	-	5 34155	18444	6-M	25	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b>	S line Plus 2.0 TDI quattro Auto	-	5 35735	19297	7-A	25	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

Now more comfortable and refined, with decent equipment levels. It's not bad to drive either.

Now more comfortable and refined, with decent equipment levels. It's not bad to drive either.																	
D	SE 2.0 TDI quattro	-	5 31720	18398	6-M	21	118	10.8	50.4	147	1968	148/4200	-	236/1500	-	1820	1800
D	SE 2.0 TDI quattro	-	5 32695	18963	6-M	21	130	8.4	49.6	148	1968	187/178a	-	295/1750	-	1820	2000
D	SE 2.0 TDI quattro Auto	-	5 34280	19682	7-A	21	130	8.4	48.7	152	1968	187/178a	-	295/1750	-	1860	2000
D	SE 3.0 TDI quattro Auto	-	5 38380	22260	7-A	21	143	6.2	47.1	158	2967	254/178a	-	428/1750	-	1880	2400
D	S line 2.0 TDI quattro	-	5 34120	19790	6-M	21	118	10.8	49.6	150	1968	148/4200	-	236/1500	-	1820	1800
D	S line 2.0 TDI quattro	-	5 35130	20375	6-M	21	130	8.4	48.7	151	1968	187/178a	-	295/1750	-	1820	2000
D	S line 2.0 TDI quattro Auto	-	5 36680	21274	7-A	21	130	8.4	47.9	154	1968	187/178a	-	295/1750	-	1860	2000
D	S line 3.0 TDI quattro Auto	-	5 40780	23652	7-A	21	162	6.2	46.3	161	2967	254/178a	-	428/1750	-	1880	2400
D	S line Plus 2.0 TDI quattro	-	5 36655	21260	6-M	22	118	10.8	48.7	152	1968	148/4200	-	236/1500	-	1820	1800
D	S line Plus 2.0 TDI quattro	-	5 37630	21825	6-M	21	130	8.4	47.9	153	1968	187/178a	-	295/1750	-	1820	2000
D	S line Plus 2.0 TDI quattro Auto	-	5 39180	22724	7-A	21	130	8.4	47.1	157	1968	187/178a	-	295/1750	-	1860	2000
D	S line Plus 3.0 TDI quattro Auto	-	5 43280	25102	7-A	21	143	6.2	45.6	163	2967	254/178a	-	428/1750	-	1880	2400
D	SQS 3.0 BITDI quattro Auto	-	5 44785	25975	8-A	41	155	5.2	42.8	174	2967	309/178a	-	479/1400	-	2000	2400



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	D 316d SE	-	4 27125	11393	6-M	20	126	10.9	68.9	109	1995	114/4000	-	192/1750	-	1485	1600
	D 316d SE Auto	-	4 28675	12044	8-A	20	126	10.8	68.9	109	1995	114/4000	-	192/1750	-	1505	1600
	D 316d SE Sport	-	4 27425	11519	6-M	20	126	10.9	65.7	113	1995	114/4000	-	192/1750	-	1485	1600
	D 316d Sport Auto	-	4 28975	12170	8-A	20	126	10.8	65.7	113	1995	114/4000	-	192/1750	-	1505	1600
	D 318d SE	-	4 28375	11918	6-M	24	132	9.0	62.8	119	1995	141/4000	-	236/1750	-	1485	1600
	D 318d SE Auto	-	4 29925	12569	8-A	24	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1505	1600
	D 318d Sport	-	4 28675	12044	6-M	24	132	9.0	62.8	119	1995	141/4000	-	236/1750	-	1485	1600
	D 318d Sport Auto	-	4 30225	12695	8-A	24	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1505	1600
	D 318d Luxury	-	4 30875	12968	6-M	25	132	9.0	60.1	122	1995	141/4000	-	236/1750	-	1485	1600
	D 318d Luxury Auto	-	4 32425	13619	8-A	25	132	8.9	60.1	122	1995	141/4000	-	236/1750	-	1505	1600
	D 318d M Sport	-	4 30675	12884	6-M	25	132	9.0	60.1	122	1995	141/4000	-	236/1750	-	1485	1600
	D 318d M Sport Auto	-	4 32225	13535	8-A	25	132	8.9	60.1	122	1995	141/4000	-	236/1750	-	1505	1600
	D 320d SE (Euro 5)	-	4 29475	11201	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
	D 320d SE (Euro 5) Auto	-	4 31025	11790	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
	D 320d SE (Euro 6)	-	4 30470	11579	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
	D 320d SE (Euro 6) Auto	-	4 32020	12168	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
	D 320d Sport (Euro 5)	300	4 29775	11315	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
	D 320d Sport (Euro 5) Auto	-	4 31525	11904	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
	D 320d Sport (Euro 6)	-	4 30770	11693	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
	D 320d Sport (Euro 6) Auto	-	4 32320	12282	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
	D 320d Luxury (Euro 5)	-	4 31975	12151	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
	D 320d Luxury (Euro 5) Auto	-	4 33525	12740	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
	D 320d Luxury (Euro 6)	-	4 32970	12529	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
	D 320d Luxury (Euro 6) Auto	-	4 34520	13118	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
	D 320d M Sport (Euro 5)	-	4 31775	12075	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
	D 320d M Sport (Euro 5) Auto	-	4 33325	12664	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
	D 320d M Sport (Euro 6)	-	4 32770	12453	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
	D 320d M Sport (Euro 6) Auto	-	4 34320	13042	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
	D 320d EfficientDynamics (Euro 5)	299	4 29475	11201	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
	D 320d EfficientDynamics (Euro 5) Auto	-	4 31025	11790	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
	D 320d EfficientDynamics (Euro 6)	-	4 30470	11579	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
	D 320d EfficientDynamics (Euro 6) Auto	-	4 32020	12168	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
	D 320d EfficientDynamics Business (Euro 5)	-	4 30175	11467	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
	D 320d EfficientDynamics Business (Euro 5) Auto	-	4 31725	12056	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
	D 320d EfficientDynamics Business (Euro 6)	-	4 31170	11845	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
	D 320d EfficientDynamics Business (Euro 6) Auto	-	4 32720	12434	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
	D 320d xDrive SE	-	4 30975	12429	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
	D 320d xDrive SE Auto	-	4 32525	12962	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
	D 320d xDrive Sport	-	4 31275	12387	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
	D 320d xDrive Sport Auto	-	4 32825	13100	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
	D 320d xDrive Luxury	-	4 33475	13599	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
	D 320d xDrive Luxury Auto	-	4 35025	16112	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
	D 320d xDrive M Sport	-	4 33275	13507	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
	D 320d xDrive M Sport Auto	-	4 34825	16020	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
	D 325d SE	-	4 31275	13136	6-M	35	152	6.8	57.6	129	1995	215/4400	-	332/1500	-	1550	1800
	D 325d SE Auto	-	4 32825	13787	8-A	35	152	6.6	61.4	122	1995	215/4400	-	332/1500	-	1565	1800
	D 325d Luxury	-	4 33905	14240	6-M	36	152	6.8	56.5	132	1995	215/4400	-	332/1500	-	1550	1800
	D 325d Luxury Auto	-	4 35455	14981	8-A	36	152	6.6	58.9	125	1995	215/4400	-	332/1500	-	1565	1800
	D 325d M Sport	-	4 33705	14156	6-M	36	152	6.8	56.5	132	1995	215/4400	-	332/1500	-	1550	1800
	D 325d M Sport Auto	-	4 35255	14807	8-A	36	152	6.6	58.9	125	1995	215/4400	-	332/1500	-	1565	1800
	D 330d SE (Euro 5) Auto	-	4 34675	14564	8-A	38	155	5.6	57.6	129	1993	255/4000	-	413/2000	-	1615	1800
	D 330d SE (Euro 6) Auto	-	4 35670	14981	8-A	38	155	5.6	57.6	129	1993	255/4000	-	413/2000	-	1615	1800
	D 330d Luxury (Euro 5) Auto	-	4 37305	15668	8-A	38	155	5.6	56.5	131	1993	255/4000	-	413/2000	-	1615	1800
	D 330d Luxury (Euro 6) Auto	-	4 38300	16086	8-A	38	155	5.6	56.5	131	1993	255/4000	-	413/2000	-	1615	1800
	D 330d M Sport (Euro 5) Auto	-	4 37105	15584	8-A	38	155	5.6	56.5	131	1993	255/4000	-	413/2000	-	1615	1800
	D 330d M Sport (Euro 6) Auto	-	4 38100	16002	8-A	38	155	5.6	56.5	131	1993	255/4000	-	413/2000	-	1615	1800
	D 330d xDrive SE (Euro 5) Auto	-	4 36305	15248	8-A	40	155	5.3	54.3	137	1993	255/4000	-	413/1500	-	1685	1800
	D 330d xDrive SE (Euro 6) Auto	-	4 37300	15666	8-A	40	155	5.3	54.3	137	1993	255/4000	-	413/1500	-	1685	1800
	D 330d xDrive Luxury (Euro 5) Auto	-	4 38805	16298	8-A	41	155	5.3	53.3	139	1993	255/4000	-	413/1500	-	1685	1800
	D 330d xDrive Luxury (Euro 6) Auto	-	4 39800	16716	8-A	41	155	5.3	53.3	139	1993	255/4000	-	413/1500	-	1685	1800
	D 330d xDrive M Sport (Euro 5) Auto	-	4 38805	16214	8-A	41	155	5.3	53.3	139	1993	255/4000	-	413/1500	-	1685	1800
	D 330d xDrive M Sport (Euro 6) Auto	-	4 39800	16632	8-A	41	155	5.3	53.3	139	1993	255/4000	-	413/1500	-	1685	1800
	D 335d xDrive Luxury Auto	-	4 41720	17522	8-A	43	155	4.8	53.3	145	1993	308/4400	-	465/1500	-	1705	1800
	D 335d xDrive M Sport Auto	-	4 41520	17438	8-A	43	155	4.8	53.3	145	1993	308/4400	-	465/1500	-	1705	1800
	ActiveHybrid 3 SE Auto	-	4 41385	17382	8-A	38	155	5.3	47.9	139	2979	302/5800	54	295/1200	155	1730	0
	ActiveHybrid 3 Luxury Auto	-	4 43900	18438	8-A	39	155	5.3	47.1	141	2979	302/5800	54	295/1200	155	1730	0
	ActiveHybrid 3 M Sport Auto	-	4 43700	18354	8-A	39	155	5.3	47.1	141	2979	302/5800	54	295/1200	155	1730	0
	D 316d ES Touring	-	5 27575	12133	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
	D 316d ES Touring Auto	-	5 29125	12815	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
	D 316d SE Touring	-	5 28425	12507	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
	D 316d SE Touring Auto	-	5 29975	13189	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
	D 316d Sport Touring	-	5 28725	12639	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
	D 316d Sport Touring Auto	-	5 30275	13321	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
	D 318d SE Touring	-	5 29675	13057	6-M	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1555	1600
	D 318d SE Touring Auto	-	5 31225	13739	8-A	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1575	1600
	D 318d Sport Touring	-	5 29975														



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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#### 4 Series (continued)

<b>D</b>	420d M Sport Gran Coupé Auto	-	5 37045	18523	8-A	30	104	7.3	65.7	114	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive Sport Gran Coupé	-	5 35495	17748	6-M	30	104	7.6	61.4	121	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive Sport Gran Coupé Auto	-	5 37045	18523	8-A	30	104	7.4	62.8	118	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive Luxury Gran Coupé	-	5 36495	18248	6-M	30	104	7.6	57.6	129	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive Luxury Gran Coupé Auto	-	5 38045	19023	8-A	30	104	7.4	58.9	126	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive M Sport Gran Coupé	-	5 36995	18498	6-M	30	104	7.6	57.6	129	1995	tba	-	tba	-	tba	tba
<b>D</b>	420d xDrive M Sport Gran Coupé Auto	-	5 38545	19273	8-A	30	104	7.4	58.9	126	1995	tba	-	tba	-	tba	tba
<b>D</b>	430d Luxury Gran Coupé	-	5 40445	20223	8-A	39	155	5.6	53.3	139	2993	255/4000	-	413/2000	-	1680	1800
<b>D</b>	430d M Sport Gran Coupé Auto	-	5 40945	20473	8-A	40	155	5.6	53.3	139	2993	255/4000	-	413/2000	-	1680	1800
<b>D</b>	430d xDrive Luxury Gran Coupé Auto	-	5 41960	20980	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/2000	-	1750	1800
<b>D</b>	430d xDrive M Sport Gran Coupé Auto	-	5 42460	21230	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/2000	-	1750	1800
<b>D</b>	435d xDrive Luxury Gran Coupé Auto	-	5 45245	22623	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800
<b>D</b>	435d xDrive M Sport Gran Coupé Auto	-	5 45745	22873	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800

Rating ★★★★★

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

<b>D</b>	518d SE	-	4 30865	15433	6-M	30	135	9.5	65.7	114	1995	148/4000	-	266/1750	-	1690	1800
<b>D</b>	518d SE Auto	-	4 32415	16208	8-A	30	134	9.4	67.3	110	1995	148/4000	-	266/1750	-	1700	2000
<b>D</b>	518d Luxury	-	4 33665	16833	6-M	31	135	9.5	62.8	119	1995	148/4000	-	266/1750	-	1690	1800
<b>D</b>	518d Luxury Auto	-	4 35215	17608	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
<b>D</b>	518d M Sport	-	4 33665	16833	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
<b>D</b>	518d M Sport Auto	-	4 35215	17608	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000
<b>D</b>	520d SE	-	4 32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b>	520d SE Auto	-	4 33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b>	520d Luxury	-	4 35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b>	520d Luxury Auto	-	4 36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b>	520d M Sport	-	4 35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b>	520d M Sport Auto	-	4 36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b>	525d SE	-	4 36980	15532	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b>	525d SE Auto	-	4 38530	16183	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b>	525d Luxury	-	4 39910	16762	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b>	525d Luxury Auto	-	4 41460	17413	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b>	525d M Sport	-	4 39910	16762	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b>	525d M Sport Auto	-	4 41460	17413	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b>	530d SE Auto	-	4 41455	17411	8-A	41	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b>	530d Luxury Auto	-	4 44255	18587	8-A	41	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b>	530d M Sport Auto	-	4 44270	18593	8-A	41	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b>	535d Luxury Auto	-	4 48920	18590	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
<b>D</b>	535d M Sport Auto	-	4 48920	18590	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
<b>AE</b>	ActiveHybrid 5 SE Auto	-	4 47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
<b>AE</b>	ActiveHybrid 5 Luxury Auto	-	4 48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
<b>AE</b>	ActiveHybrid 5 M Sport Auto	-	4 50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
<b>D</b>	518d SE Touring	-	5 33065	16533	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b>	518d SE Touring Auto	-	5 34615	17308	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b>	518d Luxury Touring	-	5 35865	17973	8-A	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b>	518d Luxury Touring Auto	-	5 37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b>	518d M Sport Touring	-	5 35865	17973	8-A	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b>	518d M Sport Touring Auto	-	5 37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b>	520d SE Touring	-	5 34565	16591	6-M	34	142	8.1	61.4	122	1995	168/4000	-	295/1750	-	1800	1800
<b>D</b>	520d SE Touring Auto	-	5 36115	17335	8-A	34	140	8.0	62.8	118	1995	168/4000	-	295/1750	-	1810	2000
<b>D</b>	520d Luxury Touring	-	5 37365	17935	6-M	36	142	8.1	58.9	127	1995	168/4000	-	295/1750	-	1800	1800
<b>D</b>	520d Luxury Touring Auto	-	5 38915	18679	8-A	36	140	8.0	60.1	123	1995	168/4000	-	295/1750	-	1810	2000
<b>D</b>	520d M Sport Touring	-	5 37365	17935	6-M	36	142	8.1	58.9	127	1995	168/4000	-	295/1750	-	1800	1800
<b>D</b>	520d M Sport Touring Auto	-	5 38915	18679	8-A	36	140	8.0	60.1	123	1995	168/4000	-	295/1750	-	1810	2000
<b>D</b>	525d SE Touring	-	5 39310	16510	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b>	525d SE Touring Auto	-	5 40860	17161	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b>	525d Luxury Touring	-	5 42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b>	525d Luxury Touring Auto	-	5 43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b>	525d M Sport Touring	-	5 42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b>	525d M Sport Touring Auto	-	5 43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b>	530d SE Touring Auto	-	5 43655	18335	8-A	41	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b>	530d Luxury Touring Auto	-	5 46470	19517	8-A	41	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b>	530d M Sport Touring Auto	-	5 46470	19517	8-A	41	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b>	535d Luxury Touring Auto	-	5 51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
<b>D</b>	535d M Sport Touring Auto	-	5 51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
<b>D</b>	520d SE GT Auto	-	5 38045	15979	8-A	33	133	8.9	50.4	148	1995	181/4000	-	280/1750	-	1990	2100
<b>D</b>	520d Luxury GT Auto	-	5 40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
<b>D</b>	520d M Sport GT Auto	-	5 40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
<b>D</b>	530d SE GT Auto	-	5 46965	19725	8-A	41	152	6.2	47.1	157	2993	255/4000	-	413/1500	-	2015	2100
<b>D</b>	530d Luxury GT Auto	-	5 48965	20565	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
<b>D</b>	530d M Sport GT Auto	-	5 49765	20991	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
<b>D</b>	535d Luxury GT Auto	-	5 51885	20754	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100
<b>D</b>	535d M Sport GT Auto	-	5 52685	21074	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100

Rating ★★★★★

Impressively refined, and making a great case for all the grand tourers to be diesel powered.

D	640d SE Coupé	-	2 62295	32393	8-A	50	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1800	0
D	640d M Sport Coupé	300	2 65895	34265	8-A	50	155	5.3	51.4	147	2993	308/4400	-	465/1500	-	1800	0
D	640d SE Gran Coupé	-	4 62295	31148	8-A	50	155	5.4	51.4	147	2993	308/4400	-	465/1500	-	1885	0
D	640d M Sport Gran Coupé	301	4 65930	32965	8-A	50	155	5.4	49.6	152	2993	308/4400	-	465/1500	-	1885	0
D	640d SE Convertible	-	2 68195	32734	8-A	50	155	5.5	50.4	149	2993	308/4400	-	465/1500	-	1935	0
D	640d M Sport Convertible	-	2 71530	34334	8-A	50	155	5.5	48.7	153	2993	308/4400	-	465/1500	-	1935	0



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
	Feel Edition BlueHDi 100 (5-seat)	-	5 16990	7136	5-M tba tba	tba	tba	112	1560	tba	-	tba	-	tba	tba	tba
	Feel Edition BlueHDi 100 ETG6 (5-seat)	-	5 17540	7367	6-A tba tba	tba	tba	112	1560	tba	-	tba	-	tba	tba	tba
	XTR BlueHDi 100 (5-seat)	-	5 17740	7451	5-M tba tba	tba	tba	118	1560	tba	-	tba	-	tba	tba	tba
	XTR BlueHDi 100 (5-seat)	-	5 17890	7514	5-M tba tba	tba	tba	112	1560	tba	-	tba	-	tba	tba	tba
	BlueHDi 100 ETG6 (5-seat)	-	5 18440	7745	6-A tba tba	tba	tba	112	1560	tba	-	tba	-	tba	tba	tba
	BlueHDi 120 (5-seat)	-	5 18540	8158	6-M tba tba	tba	tba	115	1560	tba	-	tba	-	tba	tba	tba

### C3 Picasso

A gem to look at and spacious and practical too. Engines are strong and won't punish at the pumps.

	VTR+ HDi 90	-	5 16230	6167	5-M 12 108 13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200		
	Selection HDi 90	-	5 16780	6376	5-M 12 108 13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200		
	Exclusive HDi 90	-	5 17330	6585	5-M 12 108 13.5	68.9	107	1560	91/4000	-	170/1750	-	1404	1200		
	Exclusive HDi 115	316	5 18050	6498	6-M 15 114 11.2	61.4	119	1560	113/3600	-	199/1750	-	1436	1200		

### C4 Cactus

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

	Feel PureTech 82 ETG	-	5 15390	5848	5-A 7 107 15.0	65.7	98	1199	80/5750	-	87/2750	-	975	725		
	Feel BlueHDi 100	-	5 16890	6342	5-M 10 117 10.7	83.1	90	1560	98/3750	-	187/1750	-	1070	825		
	Feel BlueHDi 100	-	5 16690	6342	5-M 10 117 10.7	91.1	82	1560	98/3750	-	187/1750	-	1070	825		
	Flair PureTech 82 ETG	-	5 16790	6380	5-A 8 107 15.0	65.7	100	1199	80/5750	-	87/2750	-	975	725		
	Flair BlueHDi 100	331	5 18090	6874	5-M 18 114 10.7	80.7	92	1560	98/3750	-	187/1750	-	1070	825		

### New C4

Updated with engines that are kind to the pocket. Won't set your pulse racing, focussing on comfort instead.

	Touch BlueHDi 100	-	5 16745	6028	5-M 10 111 11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550		
	Feel BlueHDi 100	-	5 17345	6244	5-M 10 111 11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550		
	Feel BlueHDi 100	-	5 17545	6316	5-M 10 111 11.5	85.6	86	1560	98/3750	-	187/1750	-	1205	1550		
	Feel BlueHDi 120 Auto	-	5 19345	7351	6-A 24 122 11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450		
	Flair BlueHDi 100	-	5 18345	6604	5-M 10 111 11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550		
	Flair BlueHDi 120	-	5 19145	7275	6-M 25 122 10.6	78.5	95	1560	118/3500	-	221/1750	-	1280	1550		
	Flair BlueHDi 120 Auto	-	5 20345	7731	6-A 24 122 11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450		
	Flair BlueHDi 150	-	5 20045	7216	6-M 29 128 8.8	74.3	98	1997	148/4000	-	273/2000	-	1360	1750		

### C4 Picasso

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

	VTR HDi 90	-	5 18450	7380	5-M 15 108 12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450		
	VTR+ HDi 90	-	5 19750	7900	5-M 15 108 12.9	67.3	110	1560	91/4000	-	170/1750	-	1279	1450		
	VTR+ e-HDi 90 ETG6	-	5 20450	8180	6-A 15 109 13.7	74.3	98	1560	91/4000	-	170/1750	-	1289	1400		
	VTR+ e-HDi 115	-	5 20550	8220	6-M 18 117 11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600		
	VTR+ e-HDi 115 ETG6	-	5 21050	8420	6-M 18 117 12.3	70.6	104	1560	113/3600	-	199/1750	-	1295	1600		
	Selection e-HDi 115	-	5 20975	8390	6-M 18 117 11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600		
	Exclusive e-HDi 115	-	5 21850	8740	7-M 17 117 11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600		
	Exclusive e-HDi 115 ETG6	-	5 22350	8940	6-A 17 117 12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600		
	Exclusive BlueHDi 150	-	5 23050	9681	6-M 24 130 9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700		
	Exclusive BlueHDi 150 Auto	-	5 24400	10248	6-A 24 129 10.2	tba	112	1997	148/4000	-	273/2000	-	1476	1700		
	Exclusive+ e-HDi 115	-	5 24210	10672	6-M 18 117 11.8	70.6	105	1560	113/3600	-	199/1750	-	1298	1600		
	Exclusive+ e-HDi 115 ETG6	-	5 24710	9884	6-A 18 117 12.3	70.6	105	1560	113/3600	-	199/1750	-	1295	1600		
	Exclusive+ BlueHDi 150	-	5 25410	10672	6-M 24 130 9.7	70.6	105	1997	148/4000	-	273/2000	-	1415	1700		
	Exclusive+ BlueHDi 150 Auto	-	5 26760	11239	6-A 24 129 10.2	tba	115	1997	148/4000	-	273/2000	-	1476	1700		
	Grand VTR+ e-HDi 90 ETG6	-	5 20850	9174	6-A 15 109 14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300		
	Grand VTR+ e-HDi 90 ETG6	-	5 22150	9746	6-A 15 109 14.0	74.3	98	1560	91/4000	-	170/1750	-	1316	1300		
	Grand VTR+ e-HDi 115	-	5 22250	9790	6-M 19 117 12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand VTR+ e-HDi 115 ETG6	-	5 22750	10010	6-M 19 117 12.6	70.6	104	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Selection e-HDi 115	-	5 22675	9977	6-M 19 117 12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Exclusive e-HDi 115	322	5 23550	10362	6-M 17 117 12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Exclusive e-HDi 115 ETG6	-	5 24050	10582	6-A 17 117 12.6	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Exclusive BlueHDi 150	-	5 24750	10395	6-M 24 130 9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700		
	Grand Exclusive BlueHDi 150 Auto	-	5 26100	10962	6-A 24 128 10.2	tba	112	1997	148/4000	-	273/2000	-	1476	1700		
	Grand Exclusive+ e-HDi 115	-	5 25910	11400	6-M 18 117 12.1	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Exclusive+ e-HDi 115 ETG6	-	5 26410	11620	6-A 18 117 12.6	70.6	105	1560	113/3600	-	199/1750	-	1320	1500		
	Grand Exclusive+ BlueHDi 150	-	5 27110	11386	6-M 24 130 9.8	70.6	105	1997	148/4000	-	273/2000	-	1430	1700		
	Grand Exclusive+ BlueHDi 150 Auto	-	5 28460	11953	6-A 24 128 10.2	tba	115	1997	148/4000	-	273/2000	-	1476	1700		

# CHART TOPPERS

## CHEAPEST DIESEL SOFT-TOPS

1	DS 3 DStyle e-HDi 90	£17,935
2	MINI Cooper D Convertible	£18,910
3	MINI Cooper D Automatic Convertible	£20,125
4	DS 3 DSport BlueHDi 120	£21,415
5	MINI Cooper SD Convertible	£21,730



### C5

Good looking large car with exceptional refinement and strong, smooth and frugal engines.

	VTR+ Techno Pack BlueHDi 150	-	4 24150	7728	6-M 10 104 12.5	53.3	135	1461	107/4000	-	tba	-	tba	tba		
	Exclusive Techno Pack BlueHDi 150	-	4 25750	8240	6-M tba tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba	
	Exclusive Techno Pack BlueHDi 180 Auto	-	4 28165	9013	6-A tba tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba	
	Tourer VTR+ Techno Pack BlueHDi 150	-	5 25260	8588	6-M tba tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba	
	Tourer Exclusive Techno Pack BlueHDi 150	-	5 26860	9132	6-M tba tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba	
	Tourer Exclusive Techno Pack BlueHDi 180 Auto	-	5 29275	9954	6-A tba tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba	

## DACIA

**UK dealers: 151 Warranty: 3 years/60,000miles Servicing: 12,000miles**

### Sandero

Does cheap sell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.

	Ambiance dCi 90	-	5 8995	3954	5-M 8 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100		
	Laureate dCi 90	310	5 9795	4506	5-M 8 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100		
	Midnight dCi 90	-	5 10345	4759	5-M 12 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100		
	Laureate Prime dCi 90	-	5 10295	4736	5-M 12 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100		
	Stepway Ambiance dCi 90	-	5 9395	4322	5-M 10 104 11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100		
	Stepway Laureate dCi 90	-	5 10995	5058	5-M 11 104 11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100		





### Logan

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.

	MCV Ambiance dCi 90	-	5 9995	4414	5-M 11 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150		
	MCV Laureate dCi 90	319	5 10795	4966	5-M 12 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150		
	MCV Laureate Prime dCi 90	-	5 11295	5196	5-M 11 107 12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150		

### New Duster

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.

	Ambiance dCi 110 4x2	332	5 11995	6477	6-M 10 106 11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
	Ambiance dCi 110 4x4	-	5 13995	7277	6-M 10 104 12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500
	Lauréate dCi 110 4x2	-	5 13495	7287	6-M 11 106 11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
	Lauréate dCi 110 4x4	-	5 15495	8057	6-M 10 104 12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500
	Lauréate Prime dCi 110 4x2	-	5 13995	7557	6-M 12 106 11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
	Lauréate Prime dCi 110 4x4	-	5 15995	8317	6-M 11 104 12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### Panda (continued)

<b>D</b> 4x4 1.3 MultiJet	-	5	15575	6853	5-M	7	99	14.5	60.1	124	1248	74/4000	-	140/1500	-	1190	900
<b>D</b> Cross 4x4 1.3 MultiJet	-	5	17225	7579	5-M	9	99	14.3	60.1	124	1248	79/4000	-	140/1500	-	1155	900

### Qubo

When you looking at, fish face? Behind the trout pot which, it's a frugal warehouse on wheels.

<b>D</b> Active 1.3 MultiJet	-	5	13690	5202	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
<b>D</b> Active 1.3 MultiJet Dialogic	-	5	14800	5624	5-A	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
<b>D</b> MyLife 1.3 MultiJet	-	5	14690	5562	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
<b>D</b> MyLife 1.3 MultiJet Dialogic	-	5	15800	6004	5-A	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
<b>D</b> MyLife 1.3 MultiJet	-	5	15100	5738	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
<b>D</b> Trekking 1.3 MultiJet	-	5	15600	5928	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

### New Doblo

May well be enormous inside, but it isn't exactly fitted in the looks department.

<b>D</b> Easy 1.6 MultiJet Dialogic	-	5	16790	6044	5-A	7	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
<b>D</b> Easy 1.6 MultiJet	-	5	15990	6076	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
<b>D</b> Easy Air 1.6 MultiJet	-	5	16335	6207	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
<b>D</b> Lounge 1.6 MultiJet Dialogic	-	5	18870	6793	5-A	8	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
<b>D</b> Lounge 1.6 MultiJet	-	5	18070	6867	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba

## FORD

**UK dealers: 530 Warranty: 3 years/60,000miles (Touneo Connect & Ranger 3 years/100,000miles)**

**Servicing: 12,500miles (Mondeo 2.0 TDCi 18,000miles) Touneo Connect & Ranger 20,000miles**

Fiesta															Rating ★★★★★			
Still Britain's hot-cake car, thanks to near-perfect recipe. The benchmark for supermini thrills.																		
<b>D</b>	Style 1.5 TDCi	-	3	13995	6158	5-M	8	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1108	750
<b>D</b>	Style 1.5 TDCi	-	5	14595	6422	5-M	8	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1118	750
<b>D</b>	Style EcoNetic 1.5 TDCi	-	3	15095	6642	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b>	Style EcoNetic 1.5 TDCi	-	5	15695	6906	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>P</b>	Zetec 1.0	-	3	13695	5478	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/1400	-	1045	650
<b>P</b>	Zetec 1.0	-	5	14295	5718	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/1400	-	1055	650
<b>P</b>	Zetec 1.0T EcoBoost	-	3	14195	5962	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
<b>P</b>	Zetec 1.0T EcoBoost	-	5	14795	6214	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
<b>D</b>	Zetec 1.5 TDCi	-	3	14795	6510	5-M	9	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1108	750
<b>D</b>	Zetec 1.5 TDCi	-	5	15395	6774	5-M	9	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1118	750
<b>D</b>	Zetec EcoNetic 1.5 TDCi	-	3	15695	6906	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b>	Zetec EcoNetic 1.5 TDCi	-	5	16295	7170	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>P</b>	Zetec S 1.0T EcoBoost	338	3	15945	7335	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
<b>D</b>	Zetec S 1.5 TDCi	-	3	16545	7280	5-M	tba	112	10.9	78.5	94	1498	94/tba	-	159/tba	-	tba	tba
<b>P</b>	Titanium 1.0	-	3	14695	5878	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/1400	-	1045	650
<b>P</b>	Titanium 1.0	-	5	15295	6118	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/1400	-	1055	650
<b>P</b>	Titanium 1.0T EcoBoost	-	3	15195	6382	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
<b>P</b>	Titanium 1.0T EcoBoost	-	5	15795	6634	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
<b>P</b>	Titanium 1.0T EcoBoost	-	3	15695	7220	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
<b>P</b>	Titanium 1.0T EcoBoost	-	5	16295	7496	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
<b>D</b>	Titanium 1.5 TDCi	-	3	15795	6950	5-M	9	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1108	750
<b>D</b>	Titanium 1.5 TDCi	309	5	16395	7214	5-M	9	104	13.5	78.5	94	1498	74/tba	-	136/tba	-	1118	750
<b>D</b>	Titanium EcoNetic 1.5 TDCi	-	3	16895	7346	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b>	Titanium EcoNetic 1.5 TDCi	-	5	17295	7610	5-M	tba	111	11.9	88.3	82	1498	94/tba	-	159/tba	-	tba	tba
<b>P</b>	Titanium X 1.0T EcoBoost	-	3	16445	6907	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
<b>P</b>	Titanium X 1.0T EcoBoost	-	5	17045	7159	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
<b>P</b>	Titanium X 1.0T EcoBoost	-	3	16945	7795	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
<b>P</b>	Titanium X 1.0T EcoBoost	-	5	17545	8071	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
<b>D</b>	Titanium X 1.5 TDCi	-	3	17545	7720	5-M	tba	104	13.5	78.5	94	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b>	Titanium X 1.5 TDCi	-	5	18145	7984	5-M	tba	104	13.5	78.5	94	1498	94/tba	-	159/tba	-	tba	tba

### B-MAX

Ford creates a baby MPV that might not be beautiful but makes great practical sense with clever rear doors.

<b>D</b> Zetec 1.5 TDCi	-	5	16425	6570	5-M	tba	98	15.1	74.3	98	1498	74/tba	-	140/tba	-	tba	tba
<b>D</b> Zetec 1.5 TDCi	-	5	16925	6770	5-M	tba	108	13.0	74.3	98	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b> Titanium 1.5 TDCi	-	5	18125	7250	5-M	tba	108	13.0	74.3	98	1498	94/tba	-	159/tba	-	tba	tba
<b>D</b> Titanium X 1.5 TDCi	-	5	19325	7730	5-M	tba	108	13.0	74.3	98	1498	94/tba	-	159/tba	-	tba	tba

### EcoSport

Alright to drive, but quality is lacking in some key areas. Will still be snapping at Nissan's Juke heels, though.

<b>D</b> Zetec 1.5 TDCi	-	5	15745	6928	5-M	8	99	14.0	61.4	120	1498	89/3750	-	151/1750	-	1384	700
<b>D</b> Titanium 1.5 TDCi	330	5	17045	7500	5-M	9	99	14.0	61.4	120	1498	89/3750	-	151/1750	-	1384	700

### New Focus

Higher tech, elevated quality, together with more frugal engines marks out this revised Focus line-up.

<b>D</b> Style 1.0T EcoBoost	-	5	17945	7896	5-M	tba	11.5	12.5	65.7	99	999	99/tba	-	125/tba	-	tba	tba	
<b>D</b> Style 1.6 TDCi	-	5	18195	8006	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1332	1200	
<b>D</b> Style 1.5 TDCi	-	5	18295	8050	6-M	11	112	12.0	74.3	98	1499	94/3600	-	184/1500	-	1338	1200	
<b>D</b> Style 1.5 TDCi	-	5	18795	8494	6-M	15	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200	
<b>D</b> Style 1.5 TDCi Auto	-	5	20045	8419	6-A	tba	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Style EcoNetic 1.5 TDCi	-	5	19145	8041	6-M	tba	116	11.9	83.1	88	1499	104/tba	-	199/tba	-	tba	tba	
<b>D</b> Zetec 1.6 TDCi	-	5	19695	8272	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200	
<b>D</b> Zetec 1.5 TDCi	-	5	19795	8314	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200	
<b>D</b> Zetec 1.5 TDCi Auto	-	5	21045	8839	6-A	tba	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Zetec S 1.6 TDCi	-	5	20945	8797	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200	
<b>D</b> Zetec S 1.5 TDCi	-	5	21045	8839	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200	
<b>D</b> Zetec S 1.5 TDCi Auto	-	5	22295	9364	6-A	tba	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Titanium 1.6 TDCi	-	5	21195	8902	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200	
<b>D</b> Titanium 1.5 TDCi	-	5	21295	8944	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200	
<b>D</b> Titanium 1.5 TDCi Auto	-	5	22545	9469	6-A	tba	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Titanium 2.0 TDCi	-	5	22635	9507	6-M	22	120	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500	
<b>D</b> Titanium 2.0 TDCi Auto	-	5	23885	10032	6-A	tba	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
<b>D</b> Titanium X 1.5 TDCi	334	5	23295	9784	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200	
<b>D</b> Titanium X 1.5 TDCi Auto	-	5	24545	10309	6-A	tba	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Titanium X 2.0 TDCi	-	5	24635	10347	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500	
<b>D</b> Titanium X 2.0 TDCi Auto	-	5	25885	10872	6-A	tba	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
<b>D</b> ST-1 2.0 TDCi	-	5	22495	9448	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0	
<b>D</b> ST-2 2.0 TDCi	-	5	22395	10076	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0	
<b>D</b> ST-3 2.0 TDCi	-	5	26295	11044	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0	
<b>D</b> Estate Style 1.6 TDCi	-	5	19295	8104	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1368	1200	
<b>D</b> Estate Style 1.5 TDCi	-	5	19395	8146	6-M	11	112	12.2	74.3	98	1499	94/3600	-	184/1500	-	1362	1200	
<b>D</b> Estate Style 1.5 TDCi	-	5	19895	8356	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200	
<b>D</b> Estate Style 1.5 TDCi Auto	-	5	21245	8881	6-A	tba	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Estate Style EcoNetic 1.5 TDCi	-	5	22045	8503	6-M	tba	116	12.1	83.1	88	1499	104/tba	-	199/tba	-	tba	tba	
<b>D</b> Estate Zetec 1.6 TDCi	-	5	20795	8734	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200	
<b>D</b> Estate Zetec 1.5 TDCi	-	5	20895	8776	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200	
<b>D</b> Estate Zetec 1.5 TDCi Auto	-	5	22145	9301	6-A	tba	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Estate Zetec S 1.6 TDCi	-	5	22045	9259	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200	
<b>D</b> Estate Zetec S 1.5 TDCi	-	5	22145	9301	6-M	16	120	11.0	74.3	98	1499	118/3600	-	199/1750	-	1368	1200	
<b>D</b> Estate Zetec S 1.5 TDCi Auto	-	5	22395	9826	6-A	tba	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Estate Titanium 1.6 TDCi	-	5	22295	9364	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200	
<b>D</b> Estate Titanium 1.5 TDCi	-	5	22395	9406	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200	
<b>D</b> Estate Titanium 1.5 TDCi Auto	-	5	23645	9931	6-A	tba	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Estate Titanium 2.0 TDCi	-	5	23735	9969	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800	
<b>D</b> Estate Titanium 2.0 TDCi Auto	-	5	24985	10494	6-A	tba	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
<b>D</b> Estate Titanium X 1.5 TDCi	-	5	24395	10246	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200	
<b>D</b> Estate Titanium X 1.5 TDCi Auto	-	5	25645	10771	6-A	tba	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba	
<b>D</b> Estate Titanium X 2.0 TDCi	-	5	25735	10809	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800	
<b>D</b> Estate Titanium X 2.0 TDCi Auto	-	5	26985	11334	6-A	tba	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
<b>D</b> Estate ST-1 2.0 TDCi	-	5	23595	9910	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0	
<b>D</b> Estate ST-2 2.0 TDCi	-	5	25095	10506	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0	
<b>D</b> Estate ST-3 2.0 TDCi	-	5	27395	11546	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0	



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR BHP/PS	ELECTRIC TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	WEIGHT (KG)	TOWING WEIGHT (KG)
	<b>Titanium Sport 2.0 TDCi</b>	-	5 29945	16170	6-M	tha	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1726	2000
	<b>Titanium Sport 2.0 TDCi Auto</b>	-	5 31495	17007	6-A	tha	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1734	2000
	<b>Titanium Sport 2.0 TDCi AWD Auto</b>	-	5 32945	17790	6-A	tha	128	10.5	48.7	149	1997	177/3500	-	295/2000	-	1809	2000
	<b>Titanium Sport 2.0 TDCi Auto</b>	-	5 32260	16775	6-A	tha	135	8.8	51.4	144	1997	207/3750	-	332/2000	-	1766	2000
<b>New Galaxy</b>																	
	<b>Will set the hearts racing of Addison Lee drivers in London! Enormous inside and has a versatile cabin. We've yet to test it.</b>																
	<b>D Zetec 2.0 TDCi</b>	-	5 27595	15990	6-M	tha	114	13.6	56.5	129	1997	118/7ba	-	229/17ba	-	1187	1500
	<b>D Zetec 2.0 TDCi</b>	-	5 28345	11905	6-M	tha	123	10.9	56.5	129	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Zetec 2.0 TDCi Auto</b>	-	5 29895	12556	6-A	tha	122	10.9	52.3	139	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Zetec 2.0 TDCi</b>	-	5 29995	12598	6-M	tha	123	10.9	56.5	129	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Titanium 2.0 TDCi AWD</b>	-	5 31545	13249	6-M	tha	122	12.2	52.3	139	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Titanium 2.0 TDCi</b>	-	5 31595	13270	6-A	tha	122	10.9	52.3	139	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Titanium 2.0 TDCi Auto</b>	-	5 30795	12934	6-M	tha	131	9.8	56.5	129	1997	177/7ba	-	295/17ba	-	1187	1500
	<b>D Titanium 2.0 TDCi Auto</b>	-	5 32345	13585	6-A	tha	129	9.6	52.3	139	1997	177/7ba	-	295/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi</b>	-	5 33095	13900	6-M	tha	123	10.9	56.5	129	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi Auto</b>	-	5 34645	14551	6-A	tha	122	10.9	52.3	139	1997	148/7ba	-	258/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi</b>	-	5 33845	14215	6-M	tha	131	9.8	56.5	129	1997	177/7ba	-	295/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi Auto</b>	-	5 35395	14866	6-A	tha	129	9.6	52.3	139	1997	177/7ba	-	295/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi AWD Auto</b>	-	5 36760	15439	6-A	tha	128	10.6	48.7	149	1997	177/7ba	-	295/17ba	-	1187	1500
	<b>D Titanium X 2.0 TDCi Auto</b>	-	5 36145	14458	6-A	tha	135	8.9	51.4	144	1997	207/7ba	-	332/17ba	-	1187	1500

Rating ★★★★★

## Ranger

Building site, shopping mall, weekend break... this pick-up covers it all, albeit at a hefty price.

<b>D Double Cab XLT 2.2 TDCi 4x4</b>	-	4 23889	9078	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
<b>D Double Cab XLT 2.2 TDCi 4x4</b>	-	4 25755	9787	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
<b>D Double Cab Limited 1.2 TDCi 4x4</b>	299	4 28055	10661	6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
<b>D Double Cab Limited 1.2 TDCi 4x4 Auto</b>	-	4 29255	11117	6-A	12	109	12.6	30.1	248	2198	148/3700	-	347/1500	-	2129	3500
<b>D Double Cab Limited 1.2 TDCi 4x4</b>	-	4 29255	11117	6-M	12	109	12.6	30.1	248	2198	148/3700	-	347/1500	-	2129	3500
<b>D Double Cab Limited 2.2 TDCi 4x4</b>	-	4 28655	10889	6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
<b>D Double Cab Limited 2.2 TDCi 4x4 Auto</b>	-	4 29855	11345	6-A	12	109	12.6	30.1	248	2198	148/3700	-	347/1500	-	2129	3500
<b>D Double Cab Limited 2.2 TDCi 4x4</b>	-	4 29855	11345	6-M	12	109	12.6	30.1	248	2198	148/3700	-	347/1500	-	2129	3500
<b>D Double Cab Wildtrak 3.2 TDCi 4x4</b>	-	4 30695	11664	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
<b>D Double Cab Wildtrak 3.2 TDCi 4x4 Auto</b>	-	4 31895	12120	6-A	12	109	10.4	28.2	265	3196	197/3000	-	347/1500	-	2165	3500

Rating ★★★★★

## GREAT WALL

UK dealers: 51 Warranty: 6 years/125,000miles Servicing: 10,000miles

### Steed

First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.

<b>D Double Cab S</b>	-	4 17942	5383	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
<b>D Double Cab Tracker</b>	-	4 19142	5743	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
<b>D Double Cab SE</b>	-	4 20342	6103	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500

Rating ★★★★★

## HONDA

UK dealers: 174 Warranty: 3 years/90,000miles Servicing: Variable schedule

### Jazz

Honda ekes max space from modest dimensions. Rises well to urban challenge, falters elsewhere.

<b>PE 1.3 Hybrid HE</b>	-	5 17150	7546	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
<b>PE 1.3 Hybrid HE-T</b>	-	5 18145	7984	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
<b>PE 1.3 Hybrid HS</b>	-	5 17650	7766	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
<b>PE 1.3 Hybrid HS-T</b>	-	5 18645	8204	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
<b>PE 1.3 Hybrid HS</b>	303	5 19250	8470	CVT	16	109	12.3	62.8	104	1339	87/5800	14	89/4500	58	1162	0
<b>PE 1.3 Hybrid HS-T</b>	-	5 20245	8908	CVT	17	109	12.3	62.8	104	1339	87/5800	14	89/4500	58	1162	0

Rating ★★★★★

### New Civic

Looks more complex than sci-fi dad. Rear visibility poor, but diesel engine delivers fantastic economy.

<b>D 1.6 iDTEC S</b>	-	5 18755	8252	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC S Navi</b>	-	5 19365	8521	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC SE Plus</b>	-	5 20570	9051	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC SE Plus Navi</b>	-	5 21180	9319	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC Sport</b>	-	5 20820	9161	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC Sport Navi</b>	-	5 21430	9429	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC SR</b>	-	5 23140	10182	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
<b>D 1.6 iDTEC EX Plus</b>	-	5 25140	11062	6-M	16	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
<b>D Tourer 1.6 iDTEC S</b>	-	5 19755	8692	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
<b>D Tourer 1.6 iDTEC S Navi</b>	-	5 20365	8961	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
<b>D Tourer 1.6 iDTEC SE Plus</b>	-	5 21570	9491	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
<b>D Tourer 1.6 iDTEC SE Plus Navi</b>	-	5 22180	9759	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
<b>D Tourer 1.6 iDTEC SR</b>	-	5 24340	10710	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400
<b>D Tourer 1.6 iDTEC EX Plus</b>	-	5 26140	11502	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400

Rating ★★★★★

### Accord

Reliability is a given, as is quality and attention to detail. It's pretty spacious and comfortable to drive too.

<b>D 2.2 iDTEC ES</b>	-	4 25400	10160	6-M	24	132	9.4	53.3	138	2199	148/4000	-	258/2000	-	1542	1700
<b>D 2.2 iDTEC ES GT</b>	-	4 26950	10780	5-A	24	129	10.0	46.3	159	2199	148/4000	-	258/2000	-	1615	1100
<b>D 2.2 iDTEC ES Auto</b>	-	4 26320	10528	6-M	24	132	9.5	53.3	138	2199	148/4000	-	258/2000	-	1542	1700
<b>D 2.2 iDTEC ES GT Auto</b>	-	4 27870	11148	5-A	24	129	10.1	46.3	159	2199	148/4000	-	258/2000	-	1615	1100
<b>D 2.2 iDTEC EX</b>	-	4 28795	11518	6-M	25	132	9.5	52.3	141	2199	148/4000	-	258/2000	-	1542	1700
<b>D 2.2 iDTEC EX Auto</b>	-	4 30330	12132	5-A	25	129	10.3	45.6	162	2199	148/4000	-	258/2000	-	1615	1100
<b>D 2.2 iDTEC Type-S</b>	-	4 31435	11945	6-M	28	137	8.8	50.4	147	2199	177/4000	-	280/2000	-	1575	1700
<b>D Tourer 2.2 iDTEC ES</b>	-	5 26895	10758	6-M	24	129	9.7	51.4	143	2199	148/4000	-	258/2000	-	1598	1700
<b>D Tourer 2.2 iDTEC ES Auto</b>	-	5 28430	11372	5-A	24	126	10.4	44.8	164	2199	148/4000	-	258/2000	-	1673	1100
<b>D Tourer 2.2 iDTEC ES GT</b>	-	5 27870	11148	6-M	24	129	9.8	51.4	143	2199	148/4000	-	258/2000	-	1598	1700
<b>D Tourer 2.2 iDTEC ES GT Auto</b>	-	5 29405	11762	5-A	24	126	10.5	44.8	164	2199	148/4000	-	258/2000	-	1673	1100
<b>D Tourer 2.2 iDTEC EX</b>	-	5 30330	12132	6-M	25	129	10.1	50.4	146	2199	148/4000	-	258/2000	-	1598	1700
<b>D Tourer 2.2 iDTEC EX Auto</b>	-	5 31975	12790	5-A	25	126	10.7	44.1	167	2199	148/4000	-	258/2000	-	1673	1100
<b>D Tourer 2.2 iDTEC Type-S</b>	-	5 32925	11853	6-M	28	135	8.8	49.6	150	2199	177/4000	-	280/2000	-	1629	1700

Rating ★★★★★

### New CR-V

A hike in quality and efficiency makes the new CR-V better than ever. It's refined and spacious, too.

<b>D 1.6 iDTEC S 2WD</b>	-	5 23400	11700	6
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POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### D-Max (continued)

<b>D</b> 4x4 Double Cab Yukon Automatic	-	4	25743	9782	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
<b>D</b> 4x4 Double Cab Utah	-	4	26343	10010	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1987	3500
<b>D</b> 4x4 Double Cab Utah Automatic	306	4	27543	10466	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
<b>D</b> 4x4 Double Cab Blade	-	4	30243	11492	6-M	13	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
<b>D</b> 4x4 Double Cab Blade Automatic	-	4	31443	11948	5-A	13	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500














## JAGUAR

**UK dealers: 89 Warranty: 3 years/Unlimited mileage Servicing: 16,000miles (XE 21,000miles)**

XE										Rating ★★★★★								
Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.																		
D	SE 2.0 Diesel	-	4	29775	13697	6-M	22	132	8.4	74.3	99	1999	161/4000	-	2801/750	-	1474	1600
D	SE 2.0 Diesel Auto	-	4	31525	14502	8-A	22	132	8.2	72.4	104	1999	161/4000	-	2801/750	-	1500	1800
D	SE 2.0 Diesel	-	4	30275	13927	6-M	25	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1550	1800
D	SE 2.0 Diesel Auto	-	4	32025	14732	8-A	25	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1565	1800
D	Prestige 2.0 Diesel	-	4	30775	14157	6-M	22	132	8.4	74.3	99	1999	161/4000	-	2801/750	-	1474	1600
D	Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	22	132	8.2	72.4	104	1999	161/4000	-	2801/750	-	1500	1800
D	Prestige 2.0 Diesel	-	4	31275	14387	6-M	25	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1550	1800
D	Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	25	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1565	1800
D	R-Sport 2.0 Diesel	-	4	32325	14870	6-M	24	132	8.4	74.3	99	1999	161/4000	-	2801/750	-	1474	1600
D	R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	24	132	8.2	72.4	104	1999	161/4000	-	2801/750	-	1500	1800
D	R-Sport 2.0 Diesel	-	4	33025	15192	6-M	27	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1550	1800
D	R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	27	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1565	1800
D	Portfolio 2.0 Diesel	-	4	32975	15169	6-M	24	132	8.4	74.3	99	1999	161/4000	-	2801/750	-	1474	1600
D	Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	24	132	8.2	72.4	104	1999	161/4000	-	2801/750	-	1500	1800
D	Portfolio 2.0 Diesel	-	4	33675	15491	6-M	27	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1550	1800
D	Portfolio 2.0 Diesel Auto	-	4	35425	16296	8-A	27	140	7.8	67.3	109	1999	177/4000	-	3171/750	-	1565	1800

### New XF

Finely honed replacement for the car that catapulted Jaguar into the modern era. We're driving it soon.

	Prestige 2.0 Diesel	-	4	32300	15504	6-M tba	132	8.7	72.4	104	1999	161/4000	-	2801/750	-	1545	1600
	Prestige 2.0 Diesel Auto	-	4	34050	16344	8-A tba	132	8.7	67.3	109	1999	161/4000	-	2801/750	-	1555	1600
	Prestige 2.0 Diesel	-	4	32800	15098	6-M tba	136	8.0	65.7	114	1999	177/4000	-	3171/750	-	1585	1800
	Prestige 2.0 Diesel Auto	-	4	34550	15893	8-A tba	136	8.1	65.7	114	1999	177/4000	-	3171/750	-	1595	2000
	R-Sport 2.0 Diesel	-	4	34200	16416	6-M tba	132	8.7	72.4	104	1999	161/4000	-	2801/750	-	1545	1600
	R-Sport 2.0 Diesel Auto	-	4	35950	17256	8-A tba	132	8.7	67.3	109	1999	161/4000	-	2801/750	-	1555	1600
	R-Sport 2.0 Diesel	-	4	35100	16416	6-M tba	136	8.0	65.7	114	1999	177/4000	-	3171/750	-	1585	1800
	R-Sport 2.0 Diesel Auto	-	4	36850	16951	8-A tba	136	8.1	65.7	114	1999	177/4000	-	3171/750	-	1595	2000
	Portfolio 2.0 Diesel	-	4	36400	17472	6-M tba	132	8.7	72.4	104	1999	161/4000	-	2801/750	-	1545	1600
	Portfolio 2.0 Diesel Auto	-	4	38150	18312	8-A tba	132	8.7	67.3	109	1999	161/4000	-	2801/750	-	1555	1600
	Portfolio 2.0 Diesel	-	4	37300	17158	6-M tba	136	8.0	65.7	114	1999	177/4000	-	3171/750	-	1585	1800
	Portfolio 2.0 Diesel Auto	-	4	39050	17963	8-A tba	136	8.1	65.7	114	1999	177/4000	-	3171/750	-	1595	2000
	S 3.0 Diesel Auto	-	4	49950	23976	8-A tba	155	6.4	51.4	144	2993	296/4000	-	516/2000	-	1750	2000

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XJ	Rating	★★★★★
Traffic-stopping looks a real gamble - it's what red carpets are made for. Exceptionally refined and super luxurious.		
<b>D</b> 3.0 V6 Diesel Luxury Auto	-	4 56870 26160 8-A 48 155 6.4 46.3 159 2993 271/4000 - 443/2000 - 1772 0
<b>D</b> 3.0 V6 Diesel Premium Luxury Auto	-	4 60670 27908 8-A 49 155 6.4 46.3 159 2993 271/4000 - 443/2000 - 1772 0
<b>D</b> 3.0 V6 Diesel Portfolio Auto	-	4 67870 31220 8-A 49 155 6.4 46.3 159 2993 271/4000 - 443/2000 - 1772 0
<b>D</b> 1.30 V6 Diesel Luxury Auto	-	4 59980 27931 8-A 48 155 6.4 44.8 167 2993 271/4000 - 443/2000 - 1850 0
<b>D</b> 1.30 V6 Diesel Premium Luxury Auto	-	4 63780 29539 8-A 49 155 6.4 44.8 167 2993 271/4000 - 443/2000 - 1850 0
<b>D</b> 1.30 V6 Diesel Portfolio Auto	-	4 70980 32651 8-A 49 155 6.4 44.8 167 2993 271/4000 - 443/2000 - 1850 0

## JEEP

**UK dealers: 72 Warranty: 3 years/60,000miles Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)**

### Renegade

Best Jeep yet shares its underpinnings with Fiat 500X. Mature road manners, lots of space and keen pricing.

<b>D</b> 1.6 MultiJet II Sport	-	5 18695 tba	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
<b>D</b> 1.6 MultiJet II Longitude	-	5 20295 tba	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
<b>D</b> 2.0 MultiJet II Longitude 4WD	-	5 22795 tba	9-A	14	113	9.5	55.4	134	1956	168/3750	-	258/1750	-	1502	1500
<b>D</b> 2.0 MultiJet II Trailhawk 4WD Auto	-	5 27995 tba	9-A	15	122	8.9	48.7	151	1956	166/3750	-	258/1750	-	1548	1500
<b>D</b> 1.6 MultiJet II Limited	-	5 22895 tba	6-M	11	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
<b>D</b> 2.0 MultiJet II Limited 4WD	-	5 25395 tba	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
<b>D</b> 2.0 MultiJet II Limited 4WD Auto	-	5 27195 tba	9-A	14	113	10.2	49.6	150	1956	138/3750	-	258/1750	-	1548	1500
<b>D</b> 1.6 MultiJet II Opening Edition	-	5 23195 tba	6-M	12	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
<b>D</b> 2.0 MultiJet II Opening Edition 4x4	-	5 25695 tba	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500

### Cherokee

Bolder styling and more competent than its predecessors. 2.0-litre engines are more frugal, too.

<b>D</b> 2.0 Longitude	-	5 26110 10444 6-M 26 116 10.9 53.3 139 1956 138/3750	-	258/1500	-	1753	1800
<b>D</b> 2.0 Longitude 4x4	-	5 28110 11244 6-M 26 117 12.0 50.4 147 1956 138/3750	-	258/1500	-	1846	1600
<b>D</b> 2.0 Longitude 4x4 Auto	-	5 30610 12244 9-A 27 119 10.3 48.7 154 1956 168/4000	-	258/1750	-	1878	2475
<b>D</b> 2.0 Longitude Plus	-	5 28310 11324 6-M 26 116 10.9 53.3 139 1956 138/3750	-	258/1500	-	1753	1800
<b>D</b> 2.0 Longitude Plus 4x4	-	5 30310 12124 6-M 27 117 12.0 50.4 147 1956 138/3750	-	258/1500	-	1846	1600
<b>D</b> 2.0 Longitude Plus 4x4 Auto	-	5 32810 13124 9-A 28 119 10.3 48.7 154 1956 168/4000	-	258/1750	-	1878	2475
<b>D</b> 2.0 Limited	-	5 31810 12724 6-M 27 116 10.9 53.3 139 1956 138/3750	-	258/1500	-	1753	1800
<b>D</b> 2.0 Limited 4x4	329	5 33610 13524 6-M 28 119 10.2 50.4 147 1956 138/3750	-	258/1500	-	1846	1600
<b>D</b> 2.0 Limited 4x4 Auto	-	5 36310 14524 9-A 29 117 10.3 48.7 154 1956 168/4000	-	258/1750	-	1878	2475
<b>D</b> 2.0 Limited 4x4 Auto (Active Drive II)	-	5 37810 15124 9-A 29 119 10.3 48.7 154 1956 168/4000	-	258/1750	-	1878	2475

### Grand Cherokee

As classy as a Harvard-educated cowboy. It's refined enough, and also ready to take to the rough stuff.

<b>D</b>	3.0 CRD V6 Laredo Auto	-	5 38895	15558	8-A	36	119	10.2	37.7	198	2987	188/4000	-	325/1600	-	2328	3500
<b>D</b>	3.0 CRD V6 Limited Auto	-	5 41495	16598	8-A	40	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
<b>D</b>	3.0 CRD V6 Limited Plus Auto	-	5 44495	17798	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
<b>D</b>	3.0 CRD V6 Overland Auto	-	5 48195	19278	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
<b>D</b>	3.0 CRD V6 Summit Auto	-	5 51995	20798	8-A	43	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500

### Wrangler

On-road manners are improved, but this is still a rock-climbing tool. It may lack creature comforts, but it's pure fun.

<b>D</b>	2.8 CRD Sahara Auto	-	2	30225	9672	5-A	24	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
<b>D</b>	2.8 CRD Overland Auto	-	2	32375	10360	5-A	25	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
<b>D</b>	2.8 CRD X Edition Auto	-	2	33480	10714	5-A	31	11a	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
<b>D</b>	2.8 CRD Sahara Auto	303	4	31895	10206	5-A	24	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
<b>D</b>	2.8 CRD Overland Auto	-	4	34045	10894	5-A	25	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
<b>D</b>	2.8 CRD X Edition Auto	-	4	35150	11248	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	TOWING WEIGHT (KG)	TOWING WEIGHT (KG)
2.0 TD4 SE Auto	-	5	34200	18468	9-A	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884 2200
2.0 TD4 SE Tech	-	5	33895	18303	6-M	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1874 2100
2.0 TD4 SE Tech Auto	-	5	35700	19278	9-A	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884 2200
2.0 TD4 HSE	-	5	37595	20301	6-M	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1874 2100
2.0 TD4 HSE Auto	-	5	39400	21276	9-A	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884 2200
2.0 TD4 HSE Black Auto	-	5	41250	22275	9-A	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884 2200
2.0 TD4 HSE Luxury	-	5	41195	22245	6-M	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1874 2100
2.0 TD4 HSE Luxury Auto	-	5	43000	23220	9-A	thb	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884 2200

## Discovery

One of, if not, the classiest and capable ways of carrying seven people in comfort both on and off-road.

3.0 SDV6 SE	-	5	41600	25792	8-A	thb	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622 3500
3.0 SDV6 SE Tech	-	5	47500	29450	8-A	thb	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622 3500
3.0 SDV6 HSE	-	5	54500	33790	8-A	thb	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622 3500
3.0 SDV6 HSE Luxury	329	5	59970	37181	8-A	thb	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622 3500

Rating ★★★★★

## New Range Rover Evoque

Most desirable and classiest compact SUV about, boasting a superb driving experience and great quality.

2.0 e4d SE	-	5	30200	17516	6-M	thb	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551 1500
2.0 e4d SE	-	5	32800	19024	6-M	thb	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679 1800
2.0 TD4 SE Auto	-	3	34600	20068	9-A	thb	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690 2000
2.0 e4d SE Tech	-	5	32200	18676	6-M	thb	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551 1500
2.0 TD4 SE Tech	-	5	34800	20184	6-M	thb	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679 1800
2.0 TD4 SE Tech Auto	-	3	36600	21228	9-A	thb	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690 2000
2.0 TD4 HSE Dynamic	-	5	40500	23490	6-M	thb	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679 1800
2.0 TD4 HSE Dynamic Auto	-	3	42300	24534	9-A	thb	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690 2000
2.0 TD4 HSE Dynamic Lux	-	5	46000	26680	6-M	thb	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679 1800
2.0 TD4 HSE Dynamic Lux Auto	-	3	47800	27724	9-A	thb	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690 2000
2.0 Coupe 2.0 e4d SE Tech	-	3	32200	19320	6-M	thb	113	10.6	68.8	113	1999	148/4000	-	317/1500	-	1551 1500
2.0 Coupe 2.0 TD4 SE Tech Auto	-	3	36600	21228	9-A	thb	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690 2000
2.0 Coupe 2.0 TD4 HSE Dynamic Auto	-	3	42300	24534	9-A	thb	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690 2000
2.0 Coupe 2.0 TD4 HSE Dynamic Lux Auto	-	3	47800	27724	9-A	thb	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690 2000

Rating ★★★★★

## Range Rover Sport

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

3.0 SDV6 HSE	-	5	61950	32214	8-A	thb	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184 3500
3.0 SDV6 HSE Dynamic	317	5	67150	34918	8-A	thb	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184 3500
3.0 SDV6 Autobiography Dynamic	-	5	77850	40482	8-A	thb	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184 3500
3.0 SDV6 Hybrid Autobiography Dynamic	-	5	84350	43862	8-A	thb	140	6.4	45.6	164	2993	288/4000	47	443/2000	125	2428 3000
4.4 SDV8 Autobiography Dynamic	-	5	84350	40488	8-A	thb	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2434 3500

Rating ★★★★★

## Range Rover

The ultimate expression in off and on-road luxury. Exquisitely finished and more economical.

3.0 TDV6 Vogue	-	5	74950	38974	8-A	thb	140	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215 3500
3.0 TDV6 Vogue SE	312	5	81850	42562	8-A	thb	140	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215 3500
3.0 TDV6 Autobiography	-	5	91150	47398	9-A	thb	130	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215 3500
3.0 SDV6 Hybrid Autobiography	329	5	102450	53274	8-A	thb	130	6.5	45.6	164	2993	288/4000	47	443/1500	125	2466 3000
4.4 SDV8 Vogue	-	5	81950	42614	8-A	thb	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467 3500
4.4 SDV8 Vogue SE	320	5	88550	46046	8-A	thb	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467 3500
4.4 SDV8 Autobiography	-	5	98550	51246	8-A	thb	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467 3500
4.4 SDV8 Hybrid Autobiography	-	5	110150	57278	8-A	thb	130	6.5	45.6	164	2993	288/4000	47	443/1500	125	2539 3000
LWB 4.4 SDV8 Autobiography	323	5	106250	55250	8-A	thb	130	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560 3500
LWB 4.4 SDV8 Holland & Holland	-	5	118000	93600	8-A	thb	130	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560 3500



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PMW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PMW	ELECTRIC MOTOR TORQUE LB FT/PMW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### New C-Class (continued)

Ⓛ	C 300 BlueTec Hybrid SE Auto	-	4 35045	15420	7-A	36	152	6.4	78.5	94	2143	201/3800	27	369/1600	207	1715	tba
Ⓛ	C 300 BlueTec Hybrid Sport Auto	334	4 37040	16298	7-A	37	152	6.4	78.5	94	2143	201/3800	27	369/1600	207	1715	tba
Ⓛ	C 300 BlueTec Hybrid AMG Line Auto	-	4 38535	16955	7-A	37	152	6.4	tba	100	2143	210/3800	27	369/1600	207	1715	tba
Ⓛ	C 350 e Sport Automatic	-	4 37875	16665	7-A	tba	tba	tba	tba	48	tba	tba	tba	tba	tba	tba	tba
Ⓛ	C 200 BlueTec SE Estate	-	5 30185	12678	6-M	25	133	10.1	65.7	109	1598	134/3800	-	221/1500	-	1545	tba
Ⓛ	C 200 BlueTec SE Estate Auto	-	5 31685	13308	7-A	25	132	10.6	65.7	114	1598	134/3800	-	221/1500	-	1580	tba
Ⓛ	C 200 BlueTec Sport Estate	-	5 32180	13516	6-M	26	133	10.1	tba	111	1598	134/3800	-	221/1500	-	1545	tba
Ⓛ	C 200 BlueTec Sport Estate Auto	-	5 33680	14146	7-A	26	132	10.6	65.7	114	1598	134/3800	-	221/1500	-	1580	tba
Ⓛ	C 200 BlueTec AMG Line Estate	-	5 33675	14146	6-M	26	133	10.1	tba	117	1598	134/3800	-	221/1500	-	1545	tba
Ⓛ	C 200 BlueTec AMG Line Estate Auto	-	5 35175	14774	7-A	26	132	10.6	tba	121	1598	134/3800	-	221/1500	-	1580	tba
Ⓛ	C 200 BlueTec SE Estate	-	5 30980	13012	6-M	29	143	7.9	65.7	108	2143	168/3000	-	295/1400	-	1595	tba
Ⓛ	C 220 BlueTec SE Estate Auto	-	5 32480	13642	7-A	29	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	tba
Ⓛ	C 220 BlueTec Sport Estate	-	5 32975	13850	6-M	31	143	7.9	65.7	108	2143	168/3000	-	295/1400	-	1595	tba
Ⓛ	C 220 BlueTec Sport Estate Auto	332	5 34475	14480	7-A	31	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	tba
Ⓛ	C 220 BlueTec AMG Line Estate	-	5 34470	14477	6-M	31	143	7.9	tba	113	2143	168/3000	-	295/1400	-	1595	tba
Ⓛ	C 220 BlueTec AMG Line Estate Auto	-	5 35970	15107	7-A	31	142	7.6	tba	119	2143	168/3000	-	295/1400	-	1615	tba
Ⓛ	C 250 BlueTec SE Estate Auto	-	5 33635	14799	7-A	35	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	tba
Ⓛ	C 250 BlueTec Sport Estate Auto	-	5 35630	15677	7-A	37	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	tba
Ⓛ	C 250 BlueTec AMG Line Estate Auto	-	5 37125	16335	7-A	37	150	6.9	tba	122	2143	201/3800	-	369/1600	-	1660	tba
Ⓛ	C 300 BlueTec Hybrid Sport Estate Auto	-	5 38240	16826	7-A	37	148	6.7	tba	99	2143	201/3800	27	369/1600	207	1765	tba
Ⓛ	C 300 BlueTec Hybrid AMG Line Estate Auto	-	5 39735	17483	7-A	37	148	6.7	tba	104	2143	201/3800	27	369/1600	207	1765	tba
Ⓛ	C 350 e Sport Estate Automatic	-	5 39075	17193	7-A	tba	tba	tba	tba	49	tba	tba	tba	tba	tba	tba	tba

### C-Class

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

Ⓛ	C 220 CDI Executive SE Coupé	-	2 31130	14320	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
Ⓛ	C 220 CDI Executive SE Coupé Auto	-	2 32630	15010	7-A	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
Ⓛ	C 220 CDI AMG Sport Edition Coupé	-	2 32460	14932	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
Ⓛ	C 220 CDI AMG Sport Edition Coupé Auto	-	2 33960	15622	7-A	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
Ⓛ	C 250 CDI AMG Sport Edition Coupé	-	2 33515	15417	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
Ⓛ	C 250 CDI AMG Sport Edition Coupé Auto	-	2 35000	16100	7-A	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

### CLA-Class

Kicks off a totally new segment with CLS-Class looks, combined with A-Class underpinnings.

Ⓛ	CLA 200 CDI Sport	-	4 26925	14001	6-M	27	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
Ⓛ	CLA 200 CDI Sport Auto	-	4 28375	14755	7-A	27	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
Ⓛ	CLA 200 CDI AMG Sport	-	4 29125	15145	6-M	29	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
Ⓛ	CLA 200 CDI AMG Sport Auto	-	4 30575	15899	7-A	29	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
Ⓛ	CLA 220 CDI Sport Auto	-	4 29775	14888	7-A	27	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
Ⓛ	CLA 220 CDI AMG Sport Auto	315	4 31975	15998	7-A	28	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
Ⓛ	CLA 220 CDI OrangeArt Auto	-	4 33975	16988	7-A	30	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
Ⓛ	CLA 220 CDI 4Matic Sport Auto	-	4 31275	15638	7-A	29	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
Ⓛ	CLA 220 CDI 4Matic AMG Sport Auto	-	4 33475	16738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
Ⓛ	CLA 220 CDI 4Matic OrangeArt Auto	-	4 35475	17738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
Ⓛ	CLA 200 CDI Sport Shooting Brake	-	5 27775	14443	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
Ⓛ	CLA 200 CDI Sport Shooting Brake Auto	-	5 29225	15197	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
Ⓛ	CLA 200 CDI AMG Sport Shooting Brake	-	5 29975	15587	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
Ⓛ	CLA 200 CDI AMG Sport Shooting Brake Auto	-	5 31425	16341	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
Ⓛ	CLA 220 CDI Sport Shooting Brake Auto	-	5 30625	15313	7-A	27	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
Ⓛ	CLA 220 CDI AMG Sport Shooting Brake Auto	-	5 32825	16433	7-A	28	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
Ⓛ	CLA 220 CDI OrangeArt Shooting Brake Auto	-	5 34825	17413	7-A	30	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500

### New CLS-Class

Revised with extra body jewellery and more economy. Kicked off the four-door coupé trend.

Ⓛ	CLS 220 BlueTEC AMG Line	-	4 46500	21390	7-A	43	138	8.5	57.7	128	2143	174/3200	-	295/1400	-	1790	0
Ⓛ	CLS 350 BlueTEC AMG Line	-	4 49950	22977	9-A	48	155	6.5	52.3	142	2987	255/3600	-	457/1600	-	1845	0
Ⓛ	CLS 250 BlueTEC AMG Line Shooting Brake	-	4 48080	22117	7-A	41	138	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
Ⓛ	CLS 350 BlueTEC AMG Line Shooting Brake	-	4 51400	23844	9-A	48	152	6.6	49.6	149	2987	255/3600	-	457/1600	-	1935	2100

### E-Class

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

Ⓛ	E 220 BlueTEC SE Auto	-	4 34870	13948	7-A	33	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1760	2000
Ⓛ	E 220 BlueTEC AMG Night Edition Auto	-	4 37565	15026	7-A	tba	141	8.4	tba	121	2143	174/3200	-	295/1400	-	1760	2000
Ⓛ	E 250 CDI SE Auto	-	4 37420	15716	7-A	38	150	7.5	57.7	129	2143	201/3800	-	369/1600	-	1845	2000
Ⓛ	E 250 CDI AMG Night Edition Auto	-	4 40245	16903	7-A	tba	150	7.5	55.4	134	2143	201/3800	-	369/1600	-	1845	2000
Ⓛ	E 300 BlueTEC Hybrid SE Auto	333	4 40480	18621	7-A	41	150	7.1	68.9	107	2143	201/4200	27	369/1600	207	1845	300
Ⓛ	E 300 BlueTEC Hybrid AMG Night Edition Auto	-	4 43175	19861	7-A	tba	150	7.1	67.3	110	2143	201/4200	27	369/1600	207	1845	300
Ⓛ	E 350 BlueTEC AMG Night Edition Auto	-	4 42010	19325	9-A	tba	155	6.4	54.3	136	2987	255/3400	-	457/1600	-	1885	2100
Ⓛ	E 220 BlueTEC SE Estate Auto	-	5 36660	14664	7-A	33	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
Ⓛ	E 220 BlueTEC AMG Night Edition Estate Auto	-	5 39355	15722	7-A	tba	136	8.8	tba	130	2143	174/3200	-	295/1400	-	1760	2100
Ⓛ	E 250 CDI SE Estate Auto	-	5 39355	18103	7-A	38	144	7.8	51.4	143	2143	201/3800	-	369/1600	-	1885	2100
Ⓛ	E 250 CDI AMG Night Edition Estate Auto	-	5 42050	19433	7-A	tba	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
Ⓛ	E 300 BlueTEC Hybrid SE Estate Auto	-	5 42270	19444	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
Ⓛ	E 300 BlueTEC Hybrid AMG Night Edition Estate Auto	-	5 44965	20684	7-A	tba	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
Ⓛ	E 350 BlueTEC AMG Night Edition Estate Auto	-	5 43815	20155	9-A	tba	155	6.6	51.4	143	2987	255/3400	-	457/1600	-	1955	2100
Ⓛ	E 350 BlueTEC AMG Line Estate Auto	-	5 43015	19787	9-A	43	155	6.6	51.4	142	2987	255/3400	-	457/1600	-	1955	2100
Ⓛ	E 220 BlueTEC AMG Line Coupé Auto	-	2 39310	19655	7-A	35	145	8.3	58.9	126	2143	174/3200	-	295/1400	-	1735	0
Ⓛ	E 250 CDI AMG Line Coupé Auto	-	2 40930	20465	7-A	43	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
Ⓛ	E 350 BlueTEC AMG Line Coupé Auto	-	2 42625	21608	9-A	46	155	6.2	53.3	140	2987	255/3400	-	457/1600	-	1785	0
Ⓛ	E 220 BlueTEC AMG Line Cabriolet Auto	-	2 42810	19145	7-A	35	143	8.7	56.5	131	2143	174/3200	-	295/1400	-	1845	0
Ⓛ	E 250 CDI AMG Line Cabriolet Auto	-	2 44300	22150	7-A	45	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
Ⓛ	E 350 BlueTEC AMG Line Cabriolet Auto	-	2 46010	21165	9-A	48	155	6.5	50.4	146	2987	255/3400	-	457/1600	-	1915	0

### GLA-Class

New compact crossover based on the A-Class. Great to drive, beautifully finished and keenly priced.



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/kW	ELECTRIC MOTOR BHP/PS/kW	ELECTRIC TORQUE lb ft/Nm	ELECTRIC MOTOR TORQUE lb ft/Nm	TOWING WEIGHT (kg)
	D Cooper SD	-	3 23070	11535	6-M	20	125	9.1	62.8	119	1995	141/4000	-	225/1750	-	1395 800
	D Cooper SD Auto	-	3 24360	12180	6-A	19	124	9.3	49.6	149	1995	141/4000	-	225/1750	-	1420 1200
	D Cooper SD ALL4	320	3 24290	12145	6-M	19	124	9.2	58.9	126	1995	141/4000	-	225/1750	-	1470 800
	D Cooper SD ALL4 Auto	-	3 25615	12808	6-A	19	122	9.3	47.9	156	1995	141/4000	-	225/1750	-	1495 1200

## MITSUBISHI

**UK dealers: 120 Warranty: 5 years/62,500miles (L200 5 years/125,000miles)**  
**Servicing: 12,500miles (ASX 2.2 Di-D/200 9,000 miles)**

### i-MIEV

Looks the part, drives well and swallows four relatively happily. Price is its Achilles heel though.

3 Keiko	Rating ★★★★★
- 5 23499 6110 1-A 27 81 15.9 (93) 0 - - 66 - 133 1110 0	

### Mirage

Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.

3 Auto	Rating ★★★★★
- 5 8999 3240 5-M 15 106 13.6 67.3 96 999 706000 - 65/5000 - 845 0	
- 5 10999 3960 5-M 18 112 11.7 68.9 96 1193 796000 - 78/4000 - 845 0	
- 5 11999 4320 5-M 18 112 11.7 65.7 100 1193 796000 - 78/4000 - 845 0	
- 5 12999 4680 CVT 18 107 12.8 68.9 95 1193 796000 - 78/4000 - 865 0	

### ASX

Looks sharp, drives neatly and is spacious. Engine is relatively refined and clean, and equipment is generous.

3 1.8 Diesel	Rating ★★★★★
- 5 19250 8855 6-M 18 117 10.2 56.5 131 1798 114/3500 - 221/1750 - 1425 1400	
- 5 23249 10695 6-M 20 115 10.5 54.3 136 1798 114/3500 - 221/1750 - 1490 1400	
- 5 24649 11339 6-A 20 118 10.8 48.7 153 2268 148/3500 - 266/1500 - 1520 1400	

### Outlander

Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.

D 2.2 Di-D GX2	Rating ★★★★★
- 5 23799 11424 6-M 22 124 10.2 53.3 138 2268 148/3500 - 280/1750 - 1560 2000	
D 2.2 Di-D GX3	Rating ★★★★★
- 5 26599 12768 6-M 23 124 10.2 52.3 140 2268 148/3500 - 280/1750 - 1595 2000	
D 2.2 Di-D GX3 Auto	Rating ★★★★★
- 5 28249 13560 6-M 23 118 11.7 48.7 153 2268 148/3500 - 266/1500 - 1615 2000	
D 2.2 Di-D GX4	Rating ★★★★★
317 5 30499 14640 6-M 24 124 10.2 52.3 140 2268 148/3500 - 280/1750 - 1595 2000	
D 2.2 Di-D GX4 Auto	Rating ★★★★★
- 5 31899 15312 6-A 24 118 11.7 48.7 153 2268 148/3500 - 266/1500 - 1615 2000	
D 2.2 Di-D GX4s Auto	Rating ★★★★★
- 5 33999 16320 6-A 22 118 11.7 48.7 153 2268 148/3500 - 266/1500 - 1615 2000	
P3 PHEV 2.0 MIVEC GX3h Auto	Rating ★★★★★
- 5 28249 13560 1-A 26 106 11.0 148.5 44 1998 119/4500 161 140/4500 144 1810 1500	
P3 PHEV 2.0 MIVEC GX4h Auto	Rating ★★★★★
- 5 32899 15792 1-A 27 106 11.0 148.5 44 1998 119/4500 161 140/4500 144 1810 1500	
P3 PHEV 2.0 MIVEC GX4h Auto	Rating ★★★★★
- 5 34999 16890 1-A 24 106 11.0 148.5 44 1998 119/4500 161 140/4500 144 1810 1500	
P3 PHEV 2.0 MIVEC GX5h Auto	Rating ★★★★★
- 5 37899 18192 1-A 28 106 11.0 148.5 44 1998 119/4500 161 140/4500 144 1810 1500	
P3 PHEV 2.0 MIVEC GX5h Auto	Rating ★★★★★
- 5 39999 19200 1-A 24 106 11.0 148.5 44 1998 119/4500 161 140/4500 144 1810 1500	

### Shogun

Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.

D 3.2 Di-D SG2 SWB	Rating ★★★★★
- 3 26449 11109 5-M 29 111 9.7 36.2 207 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D SG2 SWB Auto	Rating ★★★★★
- 3 28134 11816 5-A 29 111 10.4 34.4 216 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D Barbarian SWB	Rating ★★★★★
- 3 29619 12440 5-M 31 111 9.7 36.2 207 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D Warrior SWB Auto	Rating ★★★★★
- 3 31304 13148 5-A 31 111 10.4 34.4 216 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D Barbarian SWB	Rating ★★★★★
- 3 32249 13545 5-M 31 111 9.7 36.2 207 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D Barbarian SWB Auto	Rating ★★★★★
- 3 33834 14252 5-A 31 111 10.4 34.4 216 3200 197/3800 - 325/2000 - 2190 3000	
D 3.2 Di-D SG2 LWB	Rating ★★★★★
- 3 28949 12694 5-M 29 111 10.5 34.9 213 3200 197/3800 - 325/2000 - 2395 3500	
D 3.2 Di-D SG2 LWB Auto	Rating ★★★★★
- 5 30534 13435 5-A 31 111 11.3 33.2 224 3200 197/3800 - 325/2000 - 2380 3500	
D 3.2 Di-D SG2 LWB Auto	Rating ★★★★★
- 5 34049 14982 5-A 30 111 11.3 33.2 224 3200 197/3800 - 325/2000 - 2380 3500	
D 3.2 Di-D SG4 LWB Auto	Rating ★★★★★
335 5 37049 16302 5-A 31 111 11.3 33.2 224 3200 197/3800 - 325/2000 - 2380 3500	

### L200

It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.

D Double Cab 2.5 Di-D 4Work	Rating ★★★★★
- 4 20459 7774 5-M 8 103 15.0 36.7 204 2477 134/4000 - 232/1500 - 1830 2700	
D Double Cab 2.5 Di-D 4Life	Rating ★★★★★
- 4 22259 8458 5-M 8 103 15.0 36.7 204 2477 134/4000 - 232/1500 - 1830 2700	
D Double Cab 2.5 Di-D Challenger	Rating ★★★★★
- 4 19799 7524 5-M 8 103 15.0 36.7 204 2477 134/4000 - 232/1500 - 1830 2700	
D Double Cab 2.5 Di-D Trojan	Rating ★★★★★
- 4 21599 8208 5-M 11 111 12.1 35.8 208 2477 176/3750 - 295/2000 - 1875 2700	
D Double Cab 2.5 Di-D Trojan Black	Rating ★★★★★
- 4 22439 8527 5-M 11 111 12.1 35.8 208 2477 176/3750 - 295/2000 - 1875 2700	
D Double Cab 2.5 Di-D Warrior	Rating ★★★★★
- 4 23519 8937 5-M 9 111 12.1 35.8 208 2477 176/3750 - 295/2000 - 1875 2700	
D Double Cab 2.5 Di-D Warrior Auto	Rating ★★★★★
- 4 25199 9576 5-A 9 109 13.0 32.1 233 2477 176/3750 - 258/1800 - 1885 2700	
D Double Cab 2.5 Di-D Barbarian	Rating ★★★★★
- 4 27119 10305 5-M 10 111 12.1 35.8 208 2477 176/3750 - 295/2000 - 1875 2700	
D Double Cab 2.5 Di-D Barbarian Auto	Rating ★★★★★
- 4 28799 10944 5-A 11 109 13.0 32.1 233 2477 176/3750 - 258/1800 - 1885 2700	
D Double Cab 2.5 Di-D Barbarian Black	Rating ★★★★★
- 4 27999 10624 5-M 10 111 12.1 35.8 208 2477 176/3750 - 295/2000 - 1875 2700	
D Double Cab 2.5 Di-D Barbarian Black Auto	Rating ★★★★★
- 4 29639 11263 5-A 11 109 13.0 32.1 233 2477 176/3750 - 258/1800 - 1885 2700	

## NISSAN

**UK dealers: 204 Warranty: 3 years/60,000miles (NV200 3 years/100,000miles)**  
**Servicing: 18,000 miles (Patfinder/Navara 12,500miles)**

### Leaf

Now British-built, better value and available in a choice of trims. Better to drive than before, but still limited by range.

E Visia (Batteries included)	Rating ★★★★★
- 5 21490 6017 1-A 23 87 11.5 (124) 0 - - 107 - 187 1474 0	
E Visia+ (Batteries included)	Rating ★★★★★
- 5 22590 6325 1-A 23 87 11.5 (124) 0 - - 107 - 187 1474 0	
E Acenta (Batteries included)	Rating ★★★★★
- 5 23590 6605 1-A 23 87 11.5 (124) 0 - - 107 - 187 1493 0	
E Tekna (Batteries included)	Rating ★★★★★
- 5 25590 7165 1-A 24 89 11.5 (124) 0 - - 107 - 187 1512 0	
E Visia Flex (Batteries leased)	Rating ★★★★★
- 5 16490 4617 1-A 23 87 11.5 (124) 0 - - 107 - 187 1474 0	
E Visia+ Flex (Batteries leased)	Rating ★★★★★
- 5 17590 4925 1-A 23 87 11.5 (124) 0 - - 107 - 187 1474 0	
E Acenta Flex (Batteries leased)	Rating ★★★★★
- 5 18590 5205 1-A 23 87 11.5 (124) 0 - - 107 - 187 1493 0	
E Tekna Flex (Batteries leased)	Rating ★★★★★
- 5 20590 5765 1-A 24 89 11.5 (124) 0 - - 107 - 187 1512 0	

### Micra

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.

P Visia 1.2 DiG-S	Rating ★★★★★
- 5 12045 4095 5-M 10 112 11.3 68.9 95 1198 97/5600 - 108/4400 - 1030 0	
P Acenta 1.2 DiG-S	Rating ★★★★★
- 5 13045 4435 5-M 10 112 11.3 65.7 99 1198 97/5600 - 108/4400 - 1060 0	
P Tekna 1.2 DiG-S	Rating ★★★★★
- 5 14445 4911 5-M 11 112 11.4 65.7 99 1198 97/5600 - 108/4400 - 1100 0	

### Note

Hi-tech Brit-built alternative to the supermini hero, more efficient than before, but just as spacious.

D Visia 1.5 dCi	Rating ★★★★★
- 5 14130 5369 5-M 8 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	
D Visia 1.2 DiG-S	Rating ★★★★★
- 5 14625 5558 5-M 10 113 11.8 65.7 99 1198 97/5600 - 108/4400 - 1124 260	
D Acenta 1.5 dCi	Rating ★★★★★
- 5 15525 5900 5-M 8 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	
D Acenta Style 1.2 DiG-S	Rating ★★★★★
- 5 15125 5748 5-M 10 113 11.8 65.7 99 1198 97/5600 - 108/4400 - 1124 260	
D Acenta Style 1.5 dCi	Rating ★★★★★
- 5 16025 6090 5-M 9 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	
D Acenta Premium 1.2 DiG-S	Rating ★★★★★
- 5 15565 5915 5-M 10 113 11.8 65.7 99 1198 97/5600 - 108/4400 - 1124 260	
D Acenta Premium 1.5 dCi	Rating ★★★★★
328 5 16465 6257 5-M 9 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	
D Tekna 1.2 DiG-S	Rating ★★★★★
- 5 16470 6239 5-M 10 113 11.8 65.7 99 1198 97/5600 - 108/4400 - 1124 260	
D Tekna 1.5 dCi	Rating ★★★★★
- 5 17370 6801 5-M 9 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	
D Tekna Style 1.2 DiG-S	Rating ★★★★★
- 5 16970 6449 5-M 8 113 11.8 65.7 99 1198 97/5600 - 108/4400 - 1124 260	
D Tekna Style 1.5 dCi	Rating ★★★★★
- 5 17870 6791 5-M 9 111 11.9 80.7 90 1461 89/4000 - 148/1750 - 1132 450	

### Juke

Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-yer-face' styling.

D Visia dCi 110	Rating ★★★★★
- 5 15520 7139 6-M 11 109 11.2 70.6 104 1461 109/4000 - 192/1750 - 1305 1250	
D Acenta dCi 110	Rating ★★★★★
- 5 16715 7689 6-M 12 109 11.2 70.6 104 1461 109/4000 - 192/1750 - 1305 1250	
D Acenta Premium dCi 110	Rating ★★★★★
- 5 18115 8333 6-M 12 109 11.2 70.6 104 1461 109/4000 - 192/1750 - 1305 1250	
D Tekna dCi 110	Rating ★★★★★
- 5 19165 8816 6-M 12 109 11.2 70.6 104 1461 109/4000 - 192/1750 - 1305 1250	

### Pulsar

Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.

D Visia dCi 110	Rating ★★★★★
- 5 17595 6686 6-M 13 118 11.5 78.5 94 1461 109/4000 - 192/1750 - 1307 1200	
D Acenta dCi 110	Rating ★★★★★
- 5 19245 7313 6-M 11 118 11.5 78.5 94 1461 109/4000 - 192/1750 - 1307 1200	
D n-tec dCi 110	Rating ★★★★★
- 5 20595 7826 6-M 12 118 11.5 78.5 94 1461 109/4000 - 192/1750 - 1307 1200	
D Tekna dCi 110	Rating ★★★★★
334 5 21945 8339 6-M 12 118 11.5 78.5 94 1461 109/4000 - 192/1750 - 1307 1200	

### Qashqai

Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.

D Visia dCi 110	Rating ★★★★★
- 5 20015 8406 6-M 17 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350	
D Acenta dCi 110	Rating ★★★★★
- 5 21600 9072 6-M 17 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350	
D n-tec dCi 110	Rating ★★★★★
- 5 23450 9849 6-M 15 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350	
D n-tec dCi 130	Rating ★★★★★
- 5 24700 10374 6-M 18 118 9.9 64.2 115 1598 129/4000 - 236/1750 - 1419 1800	
D n-tec dCi 130 Auto	Rating ★★★★★
- 5 26050 10941 CVT 18 114 11.1 61.4 119 1598 129/4000 - 236/1750 - 1461 1400	
D n-tec dCi 130 4WD	Rating ★★★★★
- 5 26400 11088 6-M 18 118 10.5 57.6 129 1598 129/4000 - 236/1750 - 1518 1800	
D n-tec dCi 110	Rating ★★★★★
- 5 24000 10080 6-M 15 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350	
D n-tec dCi 130	Rating ★★★★★
- 5 25205 10605 6-M 18 118 9.9 64.2 115 1598 129/4000 - 236/1750 - 1419 1800	
D n-tec dCi 130 Auto	Rating ★★★★★
- 5 26600 11172 CVT 18 114 11.1 61.4 119 1598 129/4000 - 236/1750 - 1461 1400	
D n-tec dCi 130 4WD	Rating ★★★★★
- 5 26950 11319 6-M 18 118 10.5 57.6 129 1598 129/4000 - 236/1750 - 1518 1800	
D Tekna dCi 110	Rating ★★★★★
- 5 25550 10731 6-M 15 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350	
D Tekna dCi 130	Rating ★★★★★
- 5 26800 11256 6-M 19 118 9.9 64.2 115 1598 129/4000 - 236/1750 - 1419 1800	
D Tekna dCi 130 Auto	Rating ★★★★★
- 5 28150 11823 CVT 19 114 11.1 61.4 119 1598 129/4000 - 236/1750 - 1461 1400	

### D Tekna dCi 130 4WD

## New X-Trail

A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.

D Visia dCi 130 2WD 5-seat	Rating ★★★★★
- 5 23195 12525 6-M 19 117 10.5 57.6 129 1598 129/4000 - 236/1750 - 1500 2000	
D Visia dCi 130 7-seat	Rating ★★★★★
- 5 23995 12957 6-M 19 117 10.5 57.6 129 1598 129/4000 - 236/1750 - 1550 2000	







POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	ST SE 1.2 TDI Ecomotive	-	5 15610	6244	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
	ST SE 1.6 TDI	-	5 16160	6464	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200
	ST FR 1.6 TDI	-	5 17160	6864	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200

**Toledo**  
Spacious hatchback that looks like a saloon. It's keenly priced and shares a design with the Skoda Rapid.

	SE 1.6 TDI Ecomotive	-	5 17150	6860	5-M	15	118	10.4	72.4	104	1598	103/4400	-	184/1500	-	1265	1200
	SE 1.6 TDI Auto	-	5 16895	6794	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
	SE 1.6 TDI Ecomotive	316	5 18370	7348	5-M	16	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200
	SE 1.6 TDI Auto	-	5 18205	7282	7-A	14	114	12.2	62.8	118	1598	89/4200	-	170/1500	-	1285	1200
	I-TECH 1.6 TDI Ecomotive	-	5 18870	7548	5-M	15	118	10.4	70.6	106	1598	103/4400	-	184/1500	-	1265	1200

# CHART TOPPERS

## FASTEST DIESEL CARS TO 62MPH

- 1 =

Audi A8 4.2 TDI

4.7 secs
- 1 =

BMW 435d xDrive Coupé

4.7 secs
- 3 =

BMW 335d xDrive Saloon

4.8 secs
- 3 =

BMW 435d xDrive Gran Coupé

4.8 secs
- 5 =

BMW 335d xDrive Gran Turismo

4.9 secs
- 5 =

BMW 335d xDrive Touring

4.9 secs

LONG TERM TEST	Leon	Rating ★★★★★
	A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.	
	SC S 1.6 TDI	- 3 17515 7006 5-M 13 119 10.6 74.3 99 1598 103/3000 - 184/1750 - 1266 1500
	SC SE 1.6 TDI	- 3 18635 7454 5-M 13 119 10.6 74.3 99 1598 103/3000 - 184/1750 - 1266 1500
	SC SE 1.6 TDI Auto	- 3 19885 7954 7-A 13 119 10.6 72.4 102 1598 103/3000 - 184/1750 - 1286 1500
	SC SE 1.6 TDI Ecomotive	- 3 19625 7850 6-M 14 124 10.4 85.6 87 1598 109/3200 - 184/1500 - 1240 1000
	SC SE 2.0 TDI	- 3 19985 7994 6-M 19 134 8.3 68.9 106 1968 148/3500 - 236/1750 - 1285 1600
	SC SE 2.0 TDI Auto	- 3 21235 8494 6-A 19 131 8.3 64.2 117 1968 148/3500 - 236/1750 - 1315 1600
	SC FR 2.0 TDI	- 3 21530 8612 6-M 20 134 8.3 68.9 106 1968 148/3500 - 236/1750 - 1285 1600
	SC FR 2.0 TDI Auto	- 3 22880 9152 6-A 20 131 8.3 64.2 117 1968 148/3500 - 236/1750 - 1315 1600
	SC FR 2.0 TDI	330 3 22520 9008 6-M 26 142 7.4 67.3 109 1968 181/3500 - 280/1750 - 1350 1600
	SC FR 2.0 TDI Auto	- 3 23870 9548 6-A 26 140 7.4 62.8 119 1968 181/3500 - 280/1750 - 1370 1600
	SE 1.6 TDI	- 5 17815 7126 5-M 13 119 10.7 74.3 99 1598 103/3000 - 184/1750 - 1286 1500
	SE 1.6 TDI	313 5 18935 7574 5-M 13 119 10.7 74.3 99 1598 103/3000 - 184/1750 - 1286 1500
	SE 1.6 TDI Auto	- 5 20185 8074 7-A 13 119 10.7 72.4 102 1598 103/3000 - 184/1750 - 1306 1500
	SE 1.6 TDI Ecomotive	328 5 19925 7970 6-M 14 124 10.5 85.6 87 1598 109/3200 - 184/1500 - 1260 1000
	SE 2.0 TDI	- 5 20285 8114 6-M 19 134 8.4 68.9 106 1968 148/3500 - 236/1750 - 1305 1600
	SE 2.0 TDI Auto	- 5 21535 8614 6-A 19 131 8.4 64.2 117 1968 148/3500 - 236/1750 - 1335 1600
	FR 2.0 TDI	320 5 21830 8732 6-M 20 134 8.4 68.9 106 1968 148/3500 - 236/1750 - 1305 1600
	FR 2.0 TDI Auto	- 5 23130 9272 6-A 20 131 8.4 64.2 117 1968 148/3500 - 236/1750 - 1335 1600
	FR 2.0 TDI	- 5 22820 9128 6-M 26 142 7.5 67.3 109 1968 181/3500 - 280/1750 - 1370 1600
	FR 2.0 TDI Auto	- 5 24710 9668 6-A 26 140 7.5 62.8 119 1968 181/3500 - 280/1750 - 1390 1600
	ST S 1.6 TDI	- 5 18810 7524 5-M 13 119 11.1 74.3 99 1598 103/3000 - 184/1750 - 1331 1500
	ST SE 1.6 TDI	- 5 19930 7972 5-M 13 119 11.1 74.3 99 1598 103/3000 - 184/1750 - 1331 1500
	ST SE 1.6 TDI Auto	- 5 21180 8472 7-A 13 119 11.0 72.4 102 1598 103/3000 - 184/1750 - 1351 1500
	ST SE 1.6 TDI Ecomotive	- 5 20920 8368 6-M 14 124 10.6 85.6 87 1598 109/3200 - 184/1500 - 1280 1000
	ST SE 2.0 TDI	- 5 21280 8512 6-M 19 134 8.6 68.9 106 1968 148/3500 - 236/1750 - 1350 1600
	ST SE 2.0 TDI Auto	- 5 22530 9012 6-A 19 131 8.6 62.8 119 1968 148/3500 - 236/1750 - 1380 1600
	ST FR 2.0 TDI	330 5 22825 9130 6-M 20 134 8.6 68.9 106 1968 148/3500 - 236/1750 - 1350 1600
	ST FR 2.0 TDI Auto	- 5 24715 9670 6-A 20 131 8.6 62.8 119 1968 148/3500 - 236/1750 - 1380 1600
	ST FR 2.0 TDI	- 5 23815 9526 6-M 26 142 7.8 65.7 112 1968 181/3500 - 280/1750 - 1415 1600
	ST FR 2.0 TDI Auto	- 5 25165 10066 6-A 26 140 7.8 60.1 122 1968 181/3500 - 280/1750 - 1435 1600
	X-PERIENCE SE 2.0 TDI	- 5 24385 9754 6-M 19 129 8.7 57.6 129 1968 148/3500 - 251/1750 - 1484 2000
	X-PERIENCE SE Technology 2.0 TDI	- 5 26370 10548 6-M 20 129 8.7 57.6 129 1968 148/3500 - 251/1750 - 1484 2000
	X-PERIENCE SE Technology 2.0 TDI Auto	- 5 28870 11548 6-A 23 139 7.1 57.6 129 1968 181/3500 - 280/1750 - 1529 1600

Altea	Rating ★★★★★
Take normal MPV formula and stir in Spanish spice. Decent results but add XL to mix if you need space.	
I-TECH 1.6 TDI Ecomotive	- 5 19345 6577 5-M 14 114 12.2 62.8 119 1598 103/4400 - 184/1500 - 1450 1400
I-TECH 1.6 TDI Auto	- 5 20215 6873 7-A 14 114 12.4 57.6 129 1598 103/4400 - 184/1500 - 1475 1400
I-TECH 2.0 TDI	- 5 20145 7252 6-M 19 125 9.7 57.6 129 1968 138/4200 - 236/1750 - 1465 1400
XL I-TECH 1.6 TDI Ecomotive	- 5 20065 7223 5-M 13 114 12.4 62.8 119 1598 103/4400 - 184/1500 - 1480 1400
XL I-TECH 1.6 TDI Auto	- 5 20935 7537 7-A 13 114 12.6 57.6 129 1598 103/4400 - 184/1500 - 1505 1400
XL I-TECH 2.0 TDI	- 5 20865 7511 6-M 19 125 9.8 57.6 129 1968 138/4200 - 236/1750 - 1490 1400

Alhambra	Rating ★★★★★
Our MPV of the year for both 2011 and 2012 is rewarding to drive, civilised and roomy. Beats a Sharan for price.	
SE 2.0 TDI Ecomotive	- 5 25630 10765 6-M 18 120 10.9 50.4 146 1968 138/4200 - 236/1750 - 1822 2200
SE 2.0 TDI Auto	- 5 26915 11304 6-A 18 119 10.9 49.6 149 1968 138/4200 - 236/1750 - 1851 2200
SE 2.0 TDI Ecomotive	- 5 27510 11554 6-M 18 120 10.9 50.4 146 1968 138/4200 - 236/1750 - 1822 2200
SE 2.0 TDI Auto	- 5 28795 12094 6-A 18 119 10.9 49.6 149 1968 138/4200 - 236/1750 - 1851 2200
I-TECH 2.0 TDI Ecomotive	- 5 28630 12025 6-M 18 120 10.9 50.4 146 1968 138/4200 - 236/1750 - 1822 2200
I-TECH 2.0 TDI Auto	- 5 29915 12564 6-A 18 119 10.9 49.6 149 1968 138/4200 - 236/1750 - 1851 2200
SE Lux 2.0 TDI Ecomotive	- 5 30800 12978 6-M 18 120 10.9 50.4 146 1968 138/4200 - 236/1750 - 1822 2200
SE Lux 2.0 TDI Auto	- 5 32185 13518 6-A 18 119 10.9 49.6 149 1968 138/4200 - 236/1750 - 1851 2200
SE Lux 2.0 TDI	- 5 32420 13616 6-M 22 129 9.3 47.1 158 1968 174/4200 - 280/1750 - 1842 2200
SE Lux 2.0 TDI Auto	332 5 33705 14156 6-A 22 127 9.6 47.9 154 1968 174/4200 - 280/1750 - 1851 2200

SKODA	Rating ★★★★★
UK dealers: 134 Warranty: 3 years/60,000miles Servicing: Variable schedule	
Citigo	
Cheapest sub-100g/km models of the VW Group small car trio. Great to drive, comfortable and looks classy.	
SE 1.0 MPI GreenTech	- 3 9495 4937 5-M 1 100 14.4 68.9 95 999 59/5000 - 70/3000 - 865 0
SE 1.0 MPI GreenTech	- 5 9845 5316 5-M 1 100 14.4 68.9 95 999 59/5000 - 70/3000 - 865 0
SE L 1.0 MPI GreenTech	- 3 10075 5239 5-M tba 100 14.4 68.9 95 999 59/5000 - 70/3000 - 865 0
SE L 1.0 MPI GreenTech	- 5 10425 5630 5-M tba 100 14.4 68.9 95 999 59/5000 - 70/3000 - 865 0
SE L 1.0 MPI GreenTech	- 3 10465 5442 5-M tba 107 13.2 67.3 98 999 74/6200 - 70/3000 - 865 0
SE L 1.0 MPI GreenTech	- 5 10815 5840 5-M tba 107 13.2 67.3 98 999 74/6200 - 70/3000 - 865 0

New Fabia	Rating ★★★★★
Latest car is both smarter and more frugal, with sharper looks and better equipment. It's pricier, too.	
SE 1.4 TDI	- 5 14090 5918 5-M 12 113 11.1 78.6 93 1422 89/3000 - 170/1750 - 1081 1100
SE 1.4 TDI Auto	- 5 15090 6338 7-A 12 113 11.1 74.3 99 1422 89/3000 - 170/1750 - 1111 1100
SE 1.4 TDI	- 5 15450 6489 5-M 10 113 11.1 78.6 93 1422 89/3000 - 170/1750 - 1081 1100
SE 1.4 TDI Auto	- 5 16450 6909 7-A 10 113 11.1 74.3 99 1422 89/3000 - 170/1750 - 1111 1100
SE L 1.4 TDI	335 5 16240 6821 5-M 11 113 11.1 78.6 93 1422 89/3000 - 170/1750 - 1081 1100
SE L 1.4 TDI Auto	- 5 17240 7241 7-A 11 113 11.1 74.3 99 1422 89/3000 - 170/1750 - 1111 1100
SE L 1.4 TDI	- 5 16840 7073 5-M 12 120 10.1 78.6 95 1422 104/3500 - 184/1750 - 1080 1100
Estate S 1.4 TDI	- 5 15090 6338 5-M 10 114 11.3 78.5 94 1422 89/3000 - 170/1750 - 1105 1100
Estate S 1.4 TDI Auto	- 5 16090 6778 7-A 10 114 11.3 74.3 99 1422 89/3000 - 170/1750 - 1135 1100
Estate SE 1.4 TDI	- 5 16595 6970 5-M 10 114 11.3 78.5 94 1422 89/3000 - 170/1750 - 1105 1100
Estate SE 1.4 TDI Auto	- 5 17595 7390 7-A 10 114 11.3 74.3 99 1422 89/3000 - 170/1750 - 1135 1100
Estate SE L 1.4 TDI	- 5 17385 7302 5-M 11 114 11.3 78.5 94 1422 89/3000 - 170/1750 - 1105 1100
Estate SE L 1.4 TDI Auto	- 5 17835 7722 7-A 10 114 11.3 74.3 99 1422 89/3000 - 170/1750 - 1135 1100
Estate SE L 1.4 TDI	- 5 17985 7554 5-M 12 122 10.2 76.4 97 1422 104/3500 - 184/1750 - 1114 1100

Roomster	Rating ★★★★★
Dumpy looks do it no favours: this mini MPV is versatile and roomy, and isn't too bad to drive either.	
GreenLine II 1.2 TDI CR	- 5 16325 5877 5-M 9 103 15.4 67.3 109 1199 74/4200 - 133/2000 - 1239 1000
SE 1.6 TDI CR	- 5 15415 6474 5-M 11 106 13.3 60.1 124 1598 89/4200 - 170/1500 - 1247 1200
SE 1.6 TDI Auto	- 5 15640 6569 5-M 13 112 11.5 60.1 124 1598 104/4400 - 184/1500 - 1247 1200
Scout 1.6 TDI CR	- 5 15965 6705 5-M 11 106 13.3 60.1 124 1598 89/4200 - 170/1500 - 1247 1200

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	Scout 1.6 TDI CR	-	5 16190	6880	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200

**Rapid**  
You want a hatch that has bags of room and plenty of vroom? Here's a versatile option from Skoda.

	S 1.4 TDI	-	5 16280	6512	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
	S 1.4 TDI Auto	-	5 17440	6976	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
	S 1.6 TDI	-	5 17160	6884	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
	S 1.6 TDI Auto	-	5 17255	6962	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
	S 1.4 TDI Auto	-	5 18415	7366	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
	S 1.6 TDI	-	5 18135	7254	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
	S 1.4 TDI Auto	-	5 18005	7202	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
	S 1.6 TDI Auto	-	5 19165	7666	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
	S 1.6 TDI	-	5 18885	7554	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
	Spaceback S 1.4 TDI	-	5 16590	6636	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
	Spaceback S 1.4 TDI Auto	-	5 17750	7100	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
	Spaceback S 1.6 TDI	-	5 17570	7028	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
	Spaceback SE Tech 1.4 TDI	-	5 17755	7102	5-M												



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/MPH	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### Superb (continued)

<b>D</b> Estate SE 2.0 TDI CR	-	5	23410	11705	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
<b>D</b> Estate SE 2.0 TDI CR Auto	-	5	24850	12425	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
<b>D</b> Estate SE 2.0 TDI CR	-	5	24340	12190	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
<b>D</b> Estate SE 2.0 TDI CR Auto	-	5	25780	12870	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
<b>D</b> Estate SE 2.0 TDI CR 4x4 Auto	-	5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
<b>D</b> Estate SE Business 1.6 TDI CR GreenLine III	-	5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
<b>D</b> Estate SE Business 2.0 TDI CR	-	5	22370	11195	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
<b>D</b> Estate SE Business 2.0 TDI CR Auto	-	5	23810	11965	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
<b>D</b> Estate Elegance 1.6 TDI CR GreenLine III	318	5	25375	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
<b>D</b> Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
<b>D</b> Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
<b>D</b> Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
<b>D</b> Estate Elegance 2.0 TDI CR	-	5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
<b>D</b> Estate Elegance 2.0 TDI CR Auto	-	5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
<b>D</b> Estate Elegance 2.0 TDI CR 4x4 Auto	-	5	29950	14975	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
<b>D</b> Estate Laurin & Klement 2.0 TDI CR	-	5	28890	14445	6-M	24	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
<b>D</b> Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30330	15165	6-A	24	130	10.2	54.3	134	1968	138/4200	-	236/1750	-	1501	1800
<b>D</b> Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30480	15240	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
<b>D</b> Estate Laurin & Klement 2.0 TDI CR	-	5	29820	14910	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
<b>D</b> Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31245	15623	6-A	26	137	8.7	54.3	138	1968	168/4200	-	258/1750	-	1504	1800
<b>D</b> Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	32720	16360	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
<b>D</b> Estate Outdoor Plus 2.0 TDI CR 4x4	-	5	28000	14000	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
<b>D</b> Estate Outdoor Plus 2.0 TDI CR 4x4 Auto	-	5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000

## DID YOU KNOW?

The first purpose-built car race track was opened in 1907 at Brooklands in Weybridge, Surrey. While the entire circuit is no longer intact, there are portions of the motor racing track still remaining. Mercedes-Benz World and the Brooklands Museum are both located at the site of the old track.



LONG TERM TEST	Yeti	Rating	★★★★★
It's a cool family tool with lots of space and great flexibility. It's fun to drive, too, with a selection of frugal engines.			
<b>D</b> S 2.0 TDI	-	5	18300 10248 5-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> SE 2.0 TDI	-	5	19850 11116 5-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> SE L 2.0 TDI	-	5	21680 12141 5-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> Monte Carlo 2.0 TDI 4x4	-	5	24375 14138 6-M tba 121 9.1 55.4 134 1968 148/3500 - 251/3000 - 1490 2100
<b>D</b> Monte Carlo 2.0 TDI 4x4 Auto	-	5	25485 14781 6-A tba 119 9.2 51.4 144 1968 148/3500 - 251/3000 - 1510 2100
<b>D</b> Outdoor S 2.0 TDI	-	5	18300 10248 5-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> Outdoor S 2.0 TDI 4x4	-	5	20030 11217 6-M tba 109 12.2 53.3 137 1968 109/3500 - 184/3500 - 1475 1800
<b>D</b> Outdoor SE 2.0 TDI	-	5	19850 11116 5-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> Outdoor SE 2.0 TDI 4x4	-	5	21580 12085 6-M tba 109 12.2 53.3 137 1968 109/3500 - 184/3500 - 1475 1800
<b>D</b> Outdoor SE 2.0 TDI 4x4	-	5	22690 13160 6-M tba 121 9.1 55.4 134 1968 148/3500 - 251/3000 - 1490 2100
<b>D</b> Outdoor SE 2.0 TDI 4x4 Auto	-	5	23800 13804 6-A tba 119 9.2 51.4 144 1968 148/3500 - 251/3000 - 1510 2100
<b>D</b> Outdoor SE L 2.0 TDI	-	5	21680 12141 6-M tba 112 11.6 62.8 118 1968 109/3500 - 184/3000 - 1377 1500
<b>D</b> Outdoor SE L 2.0 TDI 4x4	-	5	24620 14280 6-M tba 121 9.1 55.4 134 1968 148/3500 - 251/3000 - 1490 2100
<b>D</b> Outdoor SE L 2.0 TDI 4x4 Auto	-	5	25730 14923 6-A tba 119 9.2 51.4 144 1968 148/3500 - 251/3000 - 1510 2100
<b>D</b> Outdoor Laurin & Klement 2.0 TDI 4x4	-	5	26180 15184 6-M tba 121 9.1 55.4 134 1968 148/3500 - 251/3000 - 1490 2100
<b>D</b> Outdoor Laurin & Klement 2.0 TDI 4x4 Auto	-	5	27290 15828 6-A tba 119 9.2 51.4 144 1968 148/3500 - 251/3000 - 1510 2100

## SMART

**UK dealers: 52 Warranty: 3 years/Unlimited miles Servicing: 12,500miles**

### New fortnio

More refined and grown up than before - we've yet to test it, but will report back soon.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/MPH	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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<b>P</b> passion	-	2	11125	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
<b>P</b> passion automatic	-	2	12120	tba	6-A	tba	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
<b>P</b> passion	-	2	11720	tba	5-M	8	96	10.4	67.3	97	998	89/5500	-	100/2500	-	880	0
<b>P</b> prime	-	2	11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
<b>P</b> prime automatic	-	2	12815	tba	6-A	tba	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
<b>P</b> prime	-	2	12415	tba	5-M	8	96	10.4	67.3	97	998	89/5500	-	100/2500	-	880	0
<b>P</b> proxy	-	2	11820	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
<b>P</b> proxy automatic	-	2	12815	tba	6-A	tba	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
<b>P</b> proxy	-	2	12415	tba	5-M	9	96	10.4	67.3	97	998	89/5500	-	100/2500	-	880	0
<b>P</b> edition #1	-	2	13225	tba	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
<b>P</b> edition #1 automatic	-	2	14220	tba	6-A	tba	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
<b>P</b> edition #1	-	2	13820	tba	5-M	9	96	10.4	67.3	97	998	89/5500	-	100/2500	-	880	0

### New fourfour

Twinned with the Renault Twingo, it's a return for a smart car able to carry more than two.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/MPH	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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<b>P</b> passion	-	5	11620	tba	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> passion	-	5	12215	tba	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
<b>P</b> prime	-	5	12315	tba	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> prime	-	5	12910	tba	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
<b>P</b> night sky prime	-	5	12940	tba	5-M	tba	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> night sky prime	-	5	13535	tba	5-M	tba	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
<b>P</b> proxy	-	5	12315	tba	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> proxy	-	5	12910	tba	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
<b>P</b> night sky proxy	-	5	12940	tba	5-M	tba	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> night sky proxy	-	5	13535	tba	5-M	tba	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
<b>P</b> edition #1	-	5	13720	tba	5-M	3	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
<b>P</b> edition #1	-	5	14315	tba	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0

## SSANGYONG

**UK dealers: 60 Warranty: 5 years/Unlimited miles Servicing: 12,500miles**

### Tivoli

SsangYong goes Juke chasing with new compact crossover. We've yet to test it, but will do soon.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/MPH	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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<b>D</b> SE	-	5	14200	tba	tba	tba	tba	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
<b>D</b> EX	-	5	15850	tba	tba	tba	tba	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
<b>D</b> EX Auto	-	5	16850	tba	tba	tba	tba	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
<b>D</b> EX 4WD	-	5	17100	tba	tba	tba	tba	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
<b>D</b> ELX	-	5	17250	tba	tba	tba	tba	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
<b>D</b> ELX Auto	-	5	18250	tba	tba	tba	tba	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
<b>D</b> ELX 4WD	-	5	18500	tba	tba	tba	tba	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
<b>D</b> ELX 4WD Auto	-	5	19500	tba	tba	tba	tba	tba	tba	156	1597	113/3400	-	221/1500	-	1390	1500

### Korando

Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/MPH	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/MPH	ELECTRIC MOTOR TORQUE LB FT/MPH	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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<b>D</b> SE 2WD	330	5	14995	4798	6-M	22	116	9.9	47.1	147	1998	147/3400	-
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POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR BHP/PS/KW	ELECTRIC TORQUE LB FT/NPM	ELECTRIC TORQUE LB FT/NPM	TOWING KERN WEIGHT (KG)	TOWING WEIGHT (KG)
<b>PE</b>	T4 Hybrid 1.8 VWT-i	-	5 23745	10923	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
<b>PE</b>	T Spirit Hybrid 1.8 VWT-i	304	5 25295	11636	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
<b>PE</b>	T Spirit Hybrid 1.8 VWT-i (with solar roof)	-	5 26845	12340	CVT	15	112	10.4	72.4	89	1798	98/5200	81	105/4000	153	1365	0
<b>PE</b>	Plug-in Hybrid 1.8 VWT-i	-	5 28395	13062	CVT	16	112	11.3	134.5	49	1798	98/5200	81	105/4000	153	1425	0
New Prius+ <span>Rating ★★☆☆</span>																	
Updated seven-seat version of Prius returns great economy and is comfy, but lacks thrills in motion.																	
<b>PE</b>	Icon Hybrid 1.8 VWT-i	-	5 26995	12418	CVT	15	103	11.3	68.9	96	1798	98/5200	81	105/4000	153	1500	0
<b>PE</b>	Excel Hybrid 1.8 VWT-i	-	5 29245	13453	CVT	15	103	11.3	64.2	101	1798	98/5200	81	105/4000	153	1500	0
<b>PE</b>	Excel Plus Hybrid 1.8 VWT-i	-	5 31245	14373	CVT	16	103	11.3	64.2	101	1798	98/5200	81	105/4000	153	1500	0
New Avensis <span>Rating COMING SOON</span>																	
Now updated with BMW engines and sexier styling, and mated to the dependability of the Toyota badge up front.																	
<b>D</b>	Active 1.6 D-4D	-	4 18850	8294	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition 1.6 D-4D	-	4 21995	9678	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition 2.0 D-4D	-	4 22995	10118	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition Plus 1.6 D-4D	-	4 23795	10470	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition Plus 2.0 D-4D	-	4 24795	10910	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Excel 2.0 D-4D	-	4 26635	11719	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Active 1.6 D-4D	-	5 20030	8413	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition 1.6 D-4D	-	5 23175	9734	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition 2.0 D-4D	-	5 24175	10154	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition Plus 1.6 D-4D	-	5 24975	10490	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition Plus 2.0 D-4D	-	5 25975	10910	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Excel 2.0 D-4D	-	5 28440	11945	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR BHP/PS/KW	ELECTRIC TORQUE LB FT/NPM	ELECTRIC TORQUE LB FT/NPM	TOWING KERN WEIGHT (KG)	TOWING WEIGHT (KG)
<b>D</b>	Active 1.6 D-4D	-	4 18850	8294	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition 1.6 D-4D	-	4 21995	9678	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition 2.0 D-4D	-	4 22995	10118	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition Plus 1.6 D-4D	-	4 23795	10470	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Business Edition Plus 2.0 D-4D	-	4 24795	10910	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Excel 2.0 D-4D	-	4 26635	11719	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Active 1.6 D-4D	-	5 20030	8413	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition 1.6 D-4D	-	5 23175	9734	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition 2.0 D-4D	-	5 24175	10154	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition Plus 1.6 D-4D	-	5 24975	10490	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Business Edition Plus 2.0 D-4D	-	5 25975	10910	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
<b>D</b>	Touring Sports Excel 2.0 D-4D	-	5 28440	11945	6-M	12	104	10.8	70.6	108	1798	98/5200	81	105/4000	153	1500	0
Avensis <span>Rating ★★☆☆</span>																	
Brilliant at being average. Won't do anything to incentivise the workforce but should keep them safe.																	
<b>D</b>	Active 2.0 D-4D	-	4 18695	8226	6-M	12	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
<b>D</b>	Icon 2.0 D-4D	-	4 21295	9370	6-M	12	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
<b>D</b>	Icon 2.2 D-CAT Auto	-	4 23400	9828	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
<b>D</b>	Icon Business Edition 2.0 D-4D	-	4 19695	9458	6-M	12	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
<b>D</b>	Icon Business Edition 2.2 D-CAT Auto	-	4 23400	9828	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
<b>D</b>	Excel 2.0 D-4D	-	4 24495	10778	6-M	12	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
<b>D</b>	Excel 2.2 D-4D	-	4 25500	10710	6-M	12	130	8.9	51.4	145	2231	148/3600	-	251/2000	-	1515	1800
<b>D</b>	Excel 2.2 D-CAT Auto	-	4 26595	11170	6-A	21	127	9.5	44.8	167	2231	148/3600	-	251/2000	-	1530	1600
<b>D</b>	Tourer Active 2.0 D-4D	-	4 19745	8293	6-M	12	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
<b>D</b>	Tourer Icon 2.0 D-4D	-	4 22345	9385	6-M	12	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
<b>D</b>	Tourer Icon 2.2 D-CAT Auto	-	4 24445	9778	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
<b>D</b>	Tourer Icon Business Edition 2.0 D-4D	-	4 22545	9469	6-M	12	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
<b>D</b>	Tourer Icon Business Edition 2.2 D-CAT Auto	-	4 24645	9858	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
<b>D</b>	Tourer Excel 2.0 D-4D	-	4 26145	10981	6-M	12	124	10.0	62.8	119	1998	122/3600	-	229/1600	-	1510	1600
<b>D</b>	Tourer Excel 2.2 D-4D	-	4 27150	10860	6-M	12	130	9.2	50.4	149	2231	148/3600	-	251/2000	-	1545	1800
<b>D</b>	Tourer Excel 2.2 D-CAT Auto	323	5 28245	11298	6-A	21	127	9.8	43.5	173	2231	148/3600	-	251/2000	-	1560	1600

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR BHP/PS/KW	ELECTRIC TORQUE LB FT/NPM	ELECTRIC TORQUE LB FT/NPM	TOWING KERN WEIGHT (KG)	TOWING WEIGHT (KG)
<b>RAV4</b>	Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.																
<b>D</b>	Active 2.0 D-4D 2WD	-	5 22795	9118	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
<b>D</b>	Business Edition 2.0 D-4D 2WD	-	5 24295	9718	6-M	25	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
<b>D</b>	Icon 2.0 D-4D 2WD	-	5 25295	10118	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
<b>D</b>	Icon 2.0 D-4D AWD	-	5 26300	10520	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
<b>D</b>	Icon 2.2 D-4D AWD	-	5 27100	10840	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
<b>D</b>	Icon 2.2 D-CAT AWD Auto	-	5 28210	11284	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
<b>D</b>	Invincible 2.0 D-4D 2WD	-	5 27425	10898	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
<b>D</b>	Invincible 2.0 D-4D AWD	-	5 28250	11300	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
<b>D</b>	Invincible 2.2 D-4D AWD	312	5 29050	11620	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
<b>D</b>	Invincible 2.2 D-CAT AWD Auto	-	5 30160	12064	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PS/KW	ELECTRIC MOTOR BHP/PS/KW	ELECTRIC TORQUE LB FT/NPM	ELECTRIC TORQUE LB FT/NPM	TOWING KERN WEIGHT (KG)	TOWING WEIGHT (KG)
<b>Land Cruiser</b>	Bolder and more distinctive than before. It's roomy and indestructible, though top models are pretty expensive.																
<b>D</b>	Active 3.0 D-4D (5-seat)	-	3 35855	15776	6-M	33	109	10.2	34.9	214	2982	188/3400	-	310/1600	-	2150	3000
<b>D</b>	Icon 3.0 D-4D (7-seat) Auto	-	5 48355	22243	5-A	38	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2360	3000
<b>D</b>	Invincible 3.0 D-4D (7-seat) Auto	321	5 53355	24543	5-A	39	109	11.0	34.9	213	2982	188/3400	-	310/1600	-	2360	3000

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX
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POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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### Insignia (continued)

<b>D</b> SE 2.0CDTI 16v Auto	-	5	23159	9727	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> Tech Line 2.0CDTI 16v ecoFLEX	-	5	21734	8694	6-M	15	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
<b>D</b> Tech Line 2.0CDTI 16v ecoFLEX	-	5	21984	9233	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
<b>D</b> Tech Line 2.0CDTI 16v ecoFLEX	-	5	22984	9653	6-M	23	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> Tech Line 2.0CDTI 16v Auto	-	5	24009	10084	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> Elite 2.0CDTI 16v ecoFLEX	-	5	23264	9306	6-M	16	121	11.9	76.3	98	1956	118/4000	-	221/1750	-	1538	1700
<b>D</b> Elite 2.0CDTI 16v ecoFLEX	-	5	23514	9876	6-M	19	127	10.5	76.3	98	1956	138/4000	-	258/1750	-	1538	1700
<b>D</b> Elite 2.0CDTI 16v ecoFLEX	-	5	24514	10296	6-M	23	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> Elite 2.0CDTI 16v Auto	-	5	25539	10726	6-A	20	130	9.6	53.3	140	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> Elite 2.0CDTI 16v BiTurbo Auto	-	5	27519	10457	6-A	24	142	8.8	50.4	149	1956	192/4000	-	295/1750	-	1626	1700
<b>D</b> ST Design 2.0CDTI 16v ecoFLEX	-	5	20364	8154	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
<b>D</b> ST Design 2.0CDTI 16v	-	5	19544	7418	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
<b>D</b> ST Design 2.0CDTI 16v ecoFLEX	-	5	20634	8254	6-M	18	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST Design 2.0CDTI 16v ecoFLEX	-	5	21634	8654	6-M	22	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Design 2.0CDTI 16v Auto	-	5	22699	9534	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST Energy 2.0CDTI 16v	-	5	22914	9166	6-M	16	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
<b>D</b> ST Energy 2.0CDTI 16v ecoFLEX	-	5	24004	9602	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST Energy 2.0CDTI 16v ecoFLEX	-	5	25004	10002	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Limited Edition 2.0CDTI 16v	-	5	24014	9606	6-M	17	124	11.6	60.1	124	1956	129/4000	-	221/1750	-	tba	1600
<b>D</b> ST Limited Edition 2.0CDTI 16v ecoFLEX	-	5	25104	10042	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST Limited Edition 2.0CDTI 16v ecoFLEX	-	5	26104	10442	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Limited Edition 2.0CDTI 16v Auto	-	5	27169	11471	6-A	21	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST SRI 2.0CDTI 16v ecoFLEX	-	5	22434	8944	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST SRI 2.0CDTI 16v ecoFLEX	-	5	23434	9374	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST SRI 2.0CDTI 16v Auto	-	5	24499	10290	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST SRI 2.0CDTI 16v BiTurbo	-	5	26254	9967	6-M	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
<b>D</b> ST SRI Vx-Line 2.0CDTI 16v ecoFLEX	-	5	23654	9462	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST SRI Vx-Line 2.0CDTI 16v ecoFLEX	-	5	24654	9862	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST SRI Vx-Line 2.0CDTI 16v Auto	-	5	25719	10802	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST SRI Vx-Line 2.0CDTI 16v BiTurbo	-	5	27474	10440	6-M	24	139	8.9	57.6	129	1956	192/4000	-	295/1750	-	tba	1700
<b>D</b> ST SE 2.0CDTI 16v ecoFLEX	-	5	22434	8944	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST SE 2.0CDTI 16v ecoFLEX	-	5	23434	9374	6-M	23	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Tech Line 2.0CDTI 16v ecoFLEX	-	5	23034	9214	6-M	15	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
<b>D</b> ST Tech Line 2.0CDTI 16v ecoFLEX	-	5	23284	9314	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST Tech Line 2.0CDTI 16v ecoFLEX	-	5	24284	9714	6-M	23	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Tech Line 2.0CDTI 16v Auto	-	5	25349	10647	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST Elite 2.0CDTI 16v ecoFLEX	-	5	24564	9826	6-M	16	118	12.4	72.4	104	1956	118/4000	-	221/1750	-	tba	1600
<b>D</b> ST Elite 2.0CDTI 16v ecoFLEX	-	5	24814	9926	6-M	19	124	10.9	72.4	104	1956	138/4000	-	258/1750	-	tba	1600
<b>D</b> ST Elite 2.0CDTI 16v ecoFLEX	-	5	25814	10326	6-M	23	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> ST Elite 2.0CDTI 16v Auto	-	5	26879	11289	6-A	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> ST Elite 2.0CDTI 16v BiTurbo Auto	-	5	28819	10951	6-A	24	139	9.0	48.7	154	1956	192/4000	-	295/1750	-	tba	1700
<b>D</b> Country Tourer 2.0CDTI 16v ecoFLEX	-	5	24989	9964	6-M	22	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
<b>D</b> Country Tourer 2.0CDTI 16v Auto	-	5	26009	10404	6-M	20	130	10.1	52.3	143	1956	161/4000	-	258/1750	-	tba	1600
<b>D</b> Country Tourer 2.0CDTI 16v 4X4 Auto	-	5	27154	10862	6-A	20	124	11.4	45.6	165	1956	161/4000	-	258/1750	-	1768	1900
<b>D</b> Country Tourer 2.0CDTI 16v BiTurbo 4X4 Auto	-	5	29859	11346	6-A	23	130	9.9	42.8	174	1956	192/4000	-	295/1750	-	1768	1900

### Cascada

Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good effect.

<b>D</b> SE 2.0CDTI 16v	311	2	26480	10592	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	1250
<b>D</b> SE 2.0CDTI 16v Auto	-	2	28000	11200	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	1300
<b>D</b> Elite 2.0CDTI 16v	-	2	26580	11432	6-M	23	135	9.6	54.3	138	1956	162/4000	-	258/1750	-	1741	1250
<b>D</b> Elite 2.0CDTI 16v Auto	-	2	30005	12040	6-A	23	132	9.6	45.6	163	1956	162/4000	-	258/1750	-	1741	1300
<b>D</b> Elite 2.0CDTI 16v BiTurbo	326	2	30160	12926	6-M	27	143	8.9	54.3	138	1956	192/4000	-	295/1750	-	1741	1300

### Mokka

Baby SUV to take on the Juke. It's ready for battle, promising quality and space, albeit being distinctly average to drive.

D	Exclusiv 1.7CDTI 16v ecoFLEX	-	5	20224	7876	6-M	13	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	Exclusiv 1.7CDTI 16v Auto	-	5	21229	8218	6-A	13	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	Exclusiv 1.7CDTI 16v 4X4	-	5	21924	7454	6-M	13	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200
D	Exclusiv 1.6CDTI 16v ecoFLEX	-	5	20044	6937	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTI 16v	-	5	20404	6937	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Exclusiv 1.6CDTI 16v Auto	-	5	21409	7279	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTI 16v 4X4	-	5	22104	7515	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.7CDTI 16v ecoFLEX	-	5	18224	6196	6-M	12	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.7CDTI 16v Auto	-	5	19239	6541	6-A	12	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.7CDTI 16v 4X4	-	5	19924	6744	6-M	12	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200
D	Tech Line 1.6CDTI 16v ecoFLEX	-	5	18404	6257	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTI 16v	-	5	18404	6257	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Tech Line 1.6CDTI 16v Auto	-	5	19419	6602	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTI 16v 4X4	-	5	20104	6835	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.7CDTI 16v ecoFLEX	-	5	22724	7726	6-M	14	116	10.0	62.8	120	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.7CDTI 16v Auto	-	5	23729	8068	6-A	14	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.7CDTI 16v 4X4	313	5	24424	8304	6-M	14	114	10.4	57.6	129	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.6CDTI 16v ecoFLEX	-	5	22904	7787	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTI 16v	-	5	22904	7787	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	SE 1.6CDTI 16v Auto	-	5	23909	8129	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTI 16v 4X4	-	5	24604	8365	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTI 16v	-	5	21639	7357	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	D Estate SE 1.6 TDI	-	5 25010	11004	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
	D Estate SE 1.6 TDI Auto	-	5 26610	11708	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
	D Estate SE 2.0 TDI	-	5 26135	12022	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
	D Estate SE 2.0 TDI Auto	-	5 27735	12758	6-M	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
	D Estate SE Business 1.6 TDI	-	5 25665	11293	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
	D Estate SE Business 1.6 TDI Auto	-	5 27265	11997	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
	D Estate SE Business 2.0 TDI	-	5 26790	12323	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
	D Estate SE Business 2.0 TDI Auto	-	5 28390	13059	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
	D Estate GT 1.6 TDI	-	5 26970	11867	6-M	13	127	11.0	67.3	110	1598	118/3600	-	184/1750	-	1485	1500
	D Estate GT 1.6 TDI Auto	-	5 28570	12571	7-A	13	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1500	1500
	D Estate GT 2.0 TDI	-	5 28095	12924	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
	D Estate GT 2.0 TDI Auto	-	5 29695	13660	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
	D Estate GT 2.0 TDI	-	5 29445	12956	6-M	22	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
	D Estate GT 2.0 TDI Auto	-	5 31045	13660	6-A	22	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
	D Estate GT 2.0 BITDI 4MOTION Auto	-	5 36175	15917	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
	D Estate R-Line 2.0 TDI	-	5 29090	13381	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
	D Estate R-Line 2.0 TDI Auto	-	5 30690	14117	6-M	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
	D Estate R-Line 2.0 TDI Auto	-	5 30440	13394	6-M	23	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
	D Estate R-Line 2.0 TDI Auto	-	5 32040	14098	6-A	23	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
	D Estate R-Line 2.0 BITDI 4MOTION Auto	-	5 37170	16355	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200

# TOP5

## BEST-SELLING DIESEL ESTATE CARS IN 2014

- Volkswagen Passat 10,143
- BMW 3 Series Touring 9,964
- Skoda Octavia Estate 9,700
- Ford Focus Estate 8,176
- Vauxhall Astra Sports Tourer 7,474



<b>CC</b>	Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.	Rating ★★★★★
D 2.0 TDI	- 4 26995 12958 6-M tba tba tba 115 1968 148/tba	tba - tba tba tba
D 2.0 TDI Auto	- 4 28345 13606 6-A tba tba tba tba 125 1968 148/tba	tba - tba tba tba
D GT 2.0 TDI	- 4 28575 13716 6-M tba tba tba tba 115 1968 148/tba	tba - tba tba tba
D GT 2.0 TDI Auto	- 4 29925 14364 6-A tba tba tba tba 125 1968 148/tba	tba - tba tba tba
D GT 2.0 TDI	- 4 30600 14076 6-M tba tba tba tba 114 1968 181/tba	tba - tba tba tba
D GT 2.0 TDI Auto	- 4 31950 14697 6-A tba tba tba tba 125 1968 181/tba	tba - tba tba tba
D R-Line 2.0 TDI	- 4 29225 14028 6-M tba tba tba tba 115 1968 148/tba	tba - tba tba tba
D R-Line 2.0 TDI Auto	- 4 30575 14676 6-A tba tba tba tba 125 1968 148/tba	tba - tba tba tba
D R-Line 2.0 TDI	- 4 31250 14375 6-M tba tba tba tba 114 1968 181/tba	tba - tba tba tba
D R-Line 2.0 TDI Auto	- 4 32600 14996 6-A tba tba tba tba 125 1968 181/tba	tba - tba tba tba

<b>Scirocco</b>	Mild tweaks bring the Scirocco more up to date, with fresh, frugal engines and sharper looks.	Rating ★★★★★
D 2.0 TDI	- 3 23455 13135 6-M tba tba tba tba 109 1968 148/3500	251/1750 - 1375 0
D 2.0 TDI Auto	- 3 24955 13975 6-A 26 132 8.6 62.8 119 1968 148/3500	251/1750 - 1395 0
D GT 2.0 TDI	322 3 25305 14171 6-M 26 134 8.6 67.3 109 1968 148/3500	251/1750 - 1375 0
D GT 2.0 TDI Auto	- 3 26805 15011 6-A 26 132 8.6 62.8 119 1968 148/3500	251/1750 - 1395 0
D GT 2.0 TDI	- 3 26305 14205 6-M 29 143 7.5 64.2 115 1968 181/3500	280/1750 - 1395 0
D GT 2.0 TDI Auto	338 3 27805 15015 6-A 29 142 7.5 58.9 125 1968 181/3500	280/1750 - 1418 0
D R-Line 2.0 TDI	- 3 27375 15330 6-M 27 134 8.6 67.3 109 1968 148/3500	251/1750 - 1375 0
D R-Line 2.0 TDI Auto	- 3 28875 16170 6-A 27 132 8.6 62.8 119 1968 148/3500	251/1750 - 1395 0
D R-Line 2.0 TDI	- 3 28375 15323 6-M 30 143 7.5 64.2 115 1968 181/3500	280/1750 - 1395 0
D R-Line 2.0 TDI Auto	- 3 29875 16133 6-A 30 142 7.5 58.9 125 1968 181/3500	280/1750 - 1418 0

<b>Tiguan</b>	Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.	Rating ★★★★★
D S 2.0 TDI 2WD	- 5 22975 12407 6-M tba tba tba tba 130 1968 109/tba	tba - tba tba tba
D S 2.0 TDI 2WD	- 5 23525 13174 6-M tba tba tba tba 130 1968 148/tba	tba - tba tba tba
D S 2.0 TDI 4MOTION	- 5 25295 14165 6-M tba tba tba tba 140 1968 148/tba	tba - tba tba tba
D S 2.0 TDI 4MOTION Auto	- 5 26790 15050 7-A tba tba tba tba 150 1968 148/tba	tba - tba tba tba
D Match 2.0 TDI 2WD	- 5 25520 14291 6-M tba tba tba tba 130 1968 148/tba	tba - tba tba tba
D Match 2.0 TDI 4MOTION	- 5 27290 15282 6-M tba tba tba tba 140 1968 148/tba	tba - tba tba tba
D Match 2.0 TDI 4MOTION Auto	- 5 28815 16136 7-A tba tba tba tba 150 1968 148/tba	tba - tba tba tba
D Match 2.0 TDI 4MOTION Auto	- 5 29820 17296 7-A tba tba tba tba 150 1968 181/tba	tba - tba tba tba
D R-Line 2.0 TDI 4MOTION	- 5 29120 16307 6-M tba tba tba tba 140 1968 148/tba	tba - tba tba tba
D R-Line 2.0 TDI 4MOTION Auto	- 5 30645 17161 7-A tba tba tba tba 150 1968 148/tba	tba - tba tba tba
D R-Line 2.0 TDI 4MOTION Auto	- 5 31650 18357 7-A tba tba tba tba 150 1968 181/tba	tba - tba tba tba
D Escape 2.0 TDI 4MOTION	- 5 27980 15669 6-M tba tba tba tba 140 1968 148/tba	tba - tba tba tba
D Escape 2.0 TDI 4MOTION Auto	- 5 29475 16506 7-A tba tba tba tba 150 1968 148/tba	tba - tba tba tba

<b>Touran</b>	Revamp made it more appealing and better looking. It's versatile, and decent to drive too.	Rating ★★★★★
D S 1.6 TDI	- 5 21750 10440 6-M 13 116 12.8 61.4 121 1598 103/4400	184/1500 - 1544 1500
D S 1.6 TDI Auto	- 5 22895 11033 7-A 13 116 12.8 61.4 121 1598 103/4400	184/1500 - 1556 1500
D SE 1.6 TDI	- 5 23855 11450 6-M 13 116 12.8 61.4 121 1598 103/4400	184/1500 - 1544 1500
D SE 1.6 TDI Auto	- 5 25090 12043 7-A 13 116 12.8 61.4 121 1598 103/4400	184/1500 - 1556 1500
D SE 2.0 TDI	- 5 25620 11273 6-M 19 126 9.9 58.9 127 1968 138/4200	236/1750 - 1582 1500
D SE 2.0 TDI Auto	- 5 26985 11873 6-A 19 125 9.9 54.3 135 1968 138/4200	236/1750 - 1603 1500
D Sport 2.0 TDI	- 5 27080 11915 6-M 19 126 9.9 58.9 127 1968 138/4200	236/1750 - 1582 1500
D Sport 2.0 TDI Auto	- 5 28445 12516 6-A 19 125 9.9 54.3 135 1968 138/4200	236/1750 - 1603 1500
D Sport 2.0 TDI Auto	- 5 28500 12540 6-A 24 133 8.8 49.6 150 1968 174/4200	280/1750 - 1598 1600

<b>Sharan</b>	No doubt one of the classiest of the MPV crop. Simply bags of space inside and super-smooth to drive.	Rating ★★★★★
D S 2.0 TDI	- 5 26065 11990 6-M 14 114 12.6 50.4 146 1968 114/4200	207/1750 - 1772 2000
D S 2.0 TDI	- 5 26815 12335 6-M 18 121 10.9 50.4 146 1968 138/4200	236/1750 - 1774 2200
D R-Line 2.0 TDI Auto	- 5 28150 12949 6-A 18 119 10.9 49.6 149 1968 138/4200	236/1750 - 1803 2200
D SE 2.0 TDI	- 5 29125 13398 6-M 18 121 10.9 50.4 146 1968 138/4200	236/1750 - 1774 2200
D SE 2.0 TDI Auto	- 5 30460 14012 6-A 18 119 10.9 49.6 149 1968 138/4200	236/1750 - 1803 2200
D SE 2.0 TDI	- 5 30730 12907 6-M 21 129 9.3 48.7 152 1968 174/4200	280/1750 - 1800 2200
D SE 2.0 TDI Auto	- 5 32065 13467 6-A 21 128 9.6 47.9 154 1968 174/4200	280/1750 - 1804 2200
D SEL 2.0 TDI	- 5 32025 14732 6-M 18 121 10.9 50.4 146 1968 138/4200	236/1750 - 1774 2200
D SEL 2.0 TDI Auto	- 5 33360 15346 6-A 18 119 10.9 49.6 149 1968 138/4200	236/1750 - 1803 2200
D SEL 2.0 TDI	- 5 33630 14125 6-M 21 129 9.3 48.7 152 1968 174/4200	280/1750 - 1800 2200
D SEL 2.0 TDI Auto	- 5 34965 14685 6-A 21 128 9.6 47.9 154 1968 174/4200	280/1750 - 1800 2200
D Executive 2.0 TDI	- 5 32275 14847 6-M 18 121 10.9 50.4 146 1968 138/4200	236/1750 - 1774 2200
D Executive 2.0 TDI Auto	- 5 33610 15461 6-A 18 119 10.9 49.6 149 1968 138/4200	236/1750 - 1803 2200

<b>Touareg</b>	Large SUV recently gained a new face, an uplift in technology and more fuel efficient powerplants.	Rating ★★★★★
D SE 3.0 V6 TDI 4MOTION Auto	- 4 53605 21803 8-A 40 128 8.7 42.8 173 2967 201/3200	332/1250 - 2185 3500
D SE 3.0 V6 TDI 4MOTION Auto	- 4 54505 22703 8-A 43 140 7.3 42.8 174 2967 259/3800	428/1750 - 2185 3500
D Escape 3.0 V6 TDI 4MOTION Auto	- 4 54605 22803 8-A 43 137 7.6 40.9 180 2967 259/3800	428/1750 - 2251 3500
D R-Line 3.0 V6 TDI 4MOTION Auto	- 4 46605 23303 8-A 40 128 8.7 42.8 173 2967 201/3200	332/1250 - 2185 3500
D R-Line 3.0 V6 TDI 4MOTION Auto	- 4 48405 24203 8-A 43 140 7.3 42.8 174 2967 259/3800	428/1750 - 2185 3500

<b>XL1</b>	Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.	Rating ★★★★★
D TDI Plug-In-Hybrid	- 3 98515 tba 7-A tba100 12.7 314.0 21 800 47/tba 27 89/tba 103 795 0	

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 g/km	ENGINE CC	ENGINE POWER BHP/PSkW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSkW	ELECTRIC MOTOR TORQUE LB FT/PSkW	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
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<b>Amarok</b>	Pick up that thinks it's a car, drives everywhere and boasts clever-clogs technology. Terrific.	Rating ★★★★★
D Startline 2.0 TDI Selectable 4MOTION	- 4 25054 9521 6-M 9 101 13.5 36.2 205 1968 138/3750	251/1750 - 2108 3000
D Trendline 2.0 TDI Selectable 4MOTION	- 4 26278 9966 6-M 9 101 13.5 36.2 205 1968 138/3750	251/1750 - 2113 3000
D Trendline 2.0 BITDI Selectable 4MOTION	- 4 27238 10350 6-M 9 111 11.0 35.3 211 1968 178/4000	295/1500 - 2058 3000
D Highline 2.0 BITDI Selectable 4MOTION	- 4 30874 11732 6-M 9 111 11.0 35.3 211 1968 178/4000	295/1500 - 2079 3000
D Highline 2.0 BITDI Permanent 4MOTION Auto	- 4 32980 12532 6-M 10 108 11.3 35.3 211 1968 178/4000	310/1750 - 2093 3000
D Ultimate 2.0 BITDI Selectable 4MOTION Auto	- 4 36448 13850 8-A 10 111 11.0 35.3 211 1968 178/4000	295/1500 - 2100 3000
D Ultimate 2.0 BITDI Permanent 4MOTION Auto	- 4 38146 14495 8-A 10 108 11.3 33.2 224 1968 178/4000	310/1750 - 2099 3200

VOLVO		UK dealers: 109 Warranty: 3 years/60,000miles Servicing: 18,000miles (D2 12,500miles)													
S60		Rating ★★★★★													
Very safe alternative to Audi A4 and co. It's got class, low CO2 engines and is good to drive. Just updated too.															
D	D3 Business Edition	-	4	22795	11398	6-M tba134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547 1600
D	D3 Business Edition Auto	-	4	24280	12140	6-A tba134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559 1600
D	D4 Business Edition	-	4	24045	12023	6-M tba143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547 1800
D	D4 Business Edition Auto	-	4	25595	12798	8-A tba143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573 1800
D	D2 SE	-	4	26945	13473	6-M tba121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1548 1600
D	D2 SE Auto	-	4	28430	14215	6-A tba121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559 1600
D	D3 SE	-	4	27795	13898	6-M tba134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547 1600
D	D3 SE Auto	-	4	29280	14640	6-A tba134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559 1600
D	D4 SE Nav	-	4	29845	14923	6-M tba143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547 1800
D	D4 SE Nav Auto	-	4	31395	15698	8-A tba143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573 1800
D	D3 SE Lux	-	4	30095	15048	6-M tba134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547 1600
D	D3 SE Lux Auto	-	4	31580	15790	6-A tba134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559 1600
D	D4 SE Lux Nav	-	4	32145	16073	6-M tba143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547 1800
D	D4 SE Lux Nav Auto	-	4	33695	16848	8-A tba143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573 1800
D	D2 R-Design	-	4	28445	14223	6-M tba121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1548 1600
D	D2 R-Design Auto	-	4	29930	14965	6-A tba121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559 1600
D	D3 R-Design	-	4	29295	14648	6-M tba134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547 1600
D	D3 R-Design Auto	-	4	30780	15390	6-A tba134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559 1600
D	D4 R-Design Nav	-	4	31345	15673	6-M tba143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547 1800
D	D4 R-Design Nav Auto	-	4	32895	16448	8-A tba143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573 1800
D	D3 R-Design Lux	-	4	31795	15898	6-M tba134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547 1600
D	D3 R-Design Lux Auto	-	4	33280	16640	6-A tba134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559 1600
D	D4 R-Design Lux Nav	-	4	33845	16923	6-M tba143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547 1800
D	D4 R-Design Lux Nav Auto	-	4	35395	17698	8-A tba143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573 1800
D	Cross Country D4 Lux Nav	-	4	33695	16848	6-M tba134	7.7	67.3	111	1969	188/4250	-	295/1750	-	1632 1800
D	Cross Country D4 Lux Nav Auto	-	4	35245	17623	8-A tba143	7.8	70.6	120	1969	188/4250	-	295/1750	-	1656 1800
D	Cross Country D4 AWD Lux Nav Auto	-	4	36725	18363	6-A tba149	8.3	49.6	149	2400	188/4000	-	310/1500	-	1729 1900







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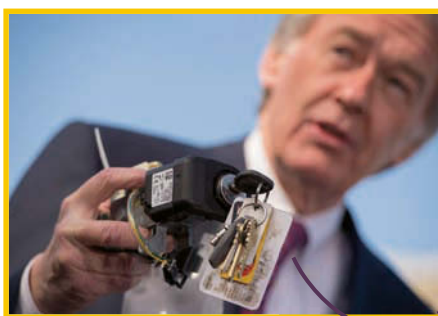
Safety issues are back in the headlines after a report reveals European product recalls are at a five-year high. **Simon Hacker** asks why the industry is getting it so wrong

**1** If you've just bought a new car, the chances that it'll need to go back to the maker are higher than ever. As increasingly integrated technology ensures cars must rival rocket science, the trend also seems to be increasing the chances for failure – sometimes with catastrophic results. International law analysts Pinsent Masons crunched data in Europe to reveal that recalls have soared since its analysis began in 2010. To some extent, this increase in intervention – led, incidentally, by Germany, where there were 90 recalls last year, as opposed to three in 2010 – may be partially explained by regulatory scrutiny becoming more intense.

**2** But several high-profile legal cases point to a deeper issue. Given the growing challenges car makers face in a market where consumer expectation is for multi-tasking motors that are increasingly complex, industry analysts say it logically follows that the final product is increasingly fallible. Pinsent Masons partner Andrew Masterson points to the most likely gremlin: "A lot of recalls arise due to problems with low-value components of which inevitably there are very many in a typical vehicle," he says. "We can expect to see an increased focus on quality assurance, especially in relation to sub-assembly suppliers, as manufacturers look for better visibility over the quality and traceability of their sub-components."



**3** All of which may be bolting an empty stable, sadly, for some of the headline losers among the big brands. Honda has just seen an 8.9 per cent fall in fiscal-year profit as a result of the literally explosive issue of a misfiring airbag component supplied by Takata. In the USA, it was fined \$70 million for its handling of the issue, which has been linked to five deaths. The component also affected a broad range of brands – globally, we're talking 34 million car recalls. Propellant in the airbag from Takata triggered a disproportionate explosion that could fire shrapnel into the cabin.



**4** Big fines are, of course, intended to force makers to be more proactive about potential dangers. Which is why we see makers in Germany taking such a proactive policy. Here in the UK though, Pinsent Masons notes that just 27 recall notifications were identified last year. Are we taking a lax approach? Figures for UK recalls last year suggest perhaps not. In total, 868,605 cars were returned to dealers to fix what could be life-threatening defects, and that figure has climbed from 665,000 in 2009.

**5** No car maker, ultimately, can sleep easily on this issue. While Honda counts the cost to its profits, Toyota and Nissan are expected to suffer an impact from this latest scare. And for Toyota, given the lessons learned from its recent debacle on unintended acceleration, we are seeing a change to the culture of selling cars. In layman's terms, it will amount to makers being better at covering their backsides from potential litigation. So if your new car develops a fault this year, it's more likely than ever to be carted away for correction – even if in reality the chances of a serious problem developing are minuscule.

## Revealed: three of recent history's scariest recalls


### Ford's cruise missile

We all like a hot car, but probably not like the one that Ford unintentionally offered when cars it sold burst into flames, with 550 cases occurring across the USA. The culprit? A faulty cruise control switch. In 2009, Ford added an extra 4.5 million vehicles to this, its largest ever product recall. In total, more than 14 million were hauled in.

### GM's switch from hell

Last year, GM recalled 800,000 cars in the USA to correct a fault in the ignition switch of the Cobalt compact car, which caused the engine to stall and the airbags to subsequently fail to deploy when any resulting impact occurred. This April, GM noted a count of 87 deaths as a result of the fault, though the figure is reported elsewhere at 90. A huge compensation payout is under way.

### Toyota's runaway nightmares

Estimates for Toyota's 2009 to 2011 woes with, among others, jamming accelerator pedals and interfering floor mats jamming the throttle, have been put at around \$5 billion. Sixty cars ran away, of which led to at least one death. 





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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.